

# Local Railway Items from Area Papers - 1894

*02/01/1894 Ottawa Free Press Renfrew*

Today the Ottawa, Arnprior and Parry Sound Railway will have their track completed as far as Indian Point on Golden Lake, a distance of eighty-five miles from this city, but the trains will run only as far as Eganville this winter.

*02/01/1894 Ottawa Citizen Ottawa Electric*

Sunday afternoon, Mr. Cardinal's handsome half bred Spokane ran away on Rideau Street. Turning down Sussex Street he continued his wild ride till the New Edinburgh bridges were reached, where in his blindness he took the Electric Railway bridge by mistake. The poor animal got safely over about half the bridge before his legs went through the spaces between the ties. It was nearly an hour before he was rescued, badly damaged and cut up. This bridge is a regular trap for runaways, or for even persons not knowing the locality. This is the second accident within a week.

*03/01/1894 Ottawa Citizen Maniwaki*

A man who was driving a load of provisions up the Gatineau for one of the city lumbering firms narrowly escaped being killed yesterday on the Chelsea road. While passing over the railway crossing a train came along and struck the hind part of the sleigh. He just managed to jump in time for the sleigh was badly smashed and its contents strewn over the road. The horse escaped uninjured.

*04/01/1894 Ottawa Free Press Tramway Buell & Hurdman*

Messrs. Buell, Hurdman & Company's little locomotive "Ella C" is undergoing extensive repairs. When it starts work next summer it will likely be under another name. The little engine is the last of a number which was used a few years ago around the sawmills of Hull and the Chaudiere.

*05/01/1894 Ottawa Journal Ottawa Electric*

An iron pulley in the new steam power house of the Ottawa Electric Railway broke yesterday, but fortunately no one was near enough to be injured.

*08/01/1894 Ottawa Citizen Ottawa Electric*

Between the hours of nine and eleven o'clock Saturday night, a storehouse used by the Electric Railway Company adjoining the Company's car sheds on Albert street was destroyed by fire, together with a couple of sheds at the rear owned by Martin McDonald. The origin of the fire is unknown. Within a few minutes after it started the storehouse was in a mass of flames, the fire having been given an impetus by a couple of barrels of grease that were stored away in the building. The firemen worked hard and kept the fire from making its way into the car sheds. At one time the car sheds were thought to be in danger, and the cars in them at the time were ruin out on to Albert street. The damage is estimated at \$500 or \$600, being covered by insurance. This estimate will be doubled if it is proved that several armatures that were stored in the building are destroyed.

*08/01/1894 Ottawa Journal Ottawa Electric Ottawa Car*

Ahearn and Soper have been awarded the contract for the construction of 11 electric cars for the Hamilton, Grimsby and Beamsville electric railway.

*08/01/1894 Ottawa Free Press Montreal and Ottawa Interprovincial Bridge*

Last week ex-mayor McDougal and engineer Harris of the P. & P. J. and G.V. railroads, made an inspection of the site for the Interprovincial bridge, taking notes of all the points favorable and otherwise on both sides of the river. The plans are now being prepared under Mr. Beemer's direct supervision and correspondence is being held with the department of railways and canals respecting the matter.

*11/01/1894 Ottawa Journal Ottawa Electric Ottawa Car*

A fine new car bearing the name Peterborough & Ashburnham Street Ry. Co. excited the admiration of citizens today as it passed through the streets today. It was on its way to Peterborough.

*11/01/1894 Ottawa Free Press Ottawa Electric Ottawa Car*

A novelty on the electric car tracks today was a magnificent vestibuled car. Lettered Peterborough & Ashburnham St. Ry. Co. It was very much admired. It will be shipped to Peterborough today.

*12/01/1894 Ottawa Citizen Ottawa Electric Ottawa Car*

The H.G. & B. Railway Company, says the Hamilton Herald, has purchased eleven cars from Ahearn & Soper, Ottawa, the cars to be ready for business when they arrive in this city June next. There will be seven long cars and three fruit cars. All the cars will be vestibuled and the long cars will have bow windows to protect the motormen from the storms. The cars will be attractive looking and built on the latest and most approved plans. (N.B. I have checked this carefully - the numbers don't tally).

*12/01/1894 Renfrew Mercury Kingston, Smiths Falls and Ottawa*

C.F. Gildersleeve, promoter of the Kingston and Smiths Falls railroad, says that more bonus by laws will be passed this winter, and the Dominion Government will be asked for assistance to build the road through Carleton county. In the meantime surveyors are locating ht eline and men are engaged getting land in shape for the track.

*12/01/1894 Eastern Ontario Review Vankleek*

The C.C.R.R.

Petitions to the Ontario Legislature for a cash subsidy to the Canada Central R.R. are being numerously signed in this part of the country. It seems that this company is justly entitled to consideration in this respect. It has done more than make promises, by a branch service in connection with the C.A.R. and a fairly good service too. Financially the C.C.R., has had but little from any quarter, and is even now unable to wipe out its floating debt. We are not particularly anxious to see contractors blossom into millionaires but contractors, like other folk, should be paid when their work is done,

*13/01/1894 Ottawa Citizen Ottawa Electric*

The loss by the fire at the Electric Railway Company's car sheds last Saturday was \$2,500. The company had \$1,000 insurance at the Atlas Insurance Company which it received on Thursday.

*18/01/1894 Brockville Recorder Prescott Kemptville*

A Kemptville correspondent says the C.P.R. station there is likely to be closed temporarily if not permanently.

*19/01/1894 Ottawa Journal Renfrew Eganville*

Comment that goods from Montreal were now arriving by train before the invoices which came by mail.

*19/01/1894 Ottawa Free Press Montreal and Ottawa Interprovincial Bridge*

Mr. Harris, chief engineer, and staff commenced yesterday to make the preliminary survey in connection with the interprovincial bridge from Hull to Nepean Point. After surveying and fixing upon a route, soundings will be made and a complete report submitted to the various governments, from whom a subsidy will be asked.

*19/01/1894 Renfrew Mercury Renfrew Renfrew*

"Fault is beginning to be found with the new railway already." remarked a merchant to The Mercury last week. "What is the complaint?" was the query. "Why, goods from Montreal are now delivered so quickly that we have to keep them lying around until the invoices arrive by mail."

*19/01/1894 Renfrew Mercury Beachburg*

From an item in the District News this week, it will be seen that it is now proposed to bring a railway from Pembroke to Renfrew by way of Beachburg and Foresters' Falls: in order to connect with the several railways already centering here. The scheme is being gone into with some vim, evidently, and between the natural desire of Pembroke to get a line competing with the C.P.R., and the very probably willingness of the O.A. & P.S. to have all possible feeders for their traffic, - it is quite possible that the new project will get beyond the charter stage. It must be remembered, too, that a road following the route suggested would pass through just that section of Ross or Horton where the proposed line from Pontiac county would strike after crossing the Ottawa river; and if a combination of forces could be effected, one track would do for both roads for some miles before entering Renfrew, with consequent saving of construction expenses. Some such scheme as this may yet evolve; and if Renfrewites see a chance to put in a helping word or hand at any time it would be good policy to say the word or do the deed. With the best of wishes for the prosperity of every town arounds - still, let all roads lead to Renfrew.

*19/01/1894 Renfrew Mercury Kingston (CP) Flower*

The K. & P.R. Ry. have a ticket office here now. This is an improvement of the old plan of buying tickets on the train.

*19/01/1894 Eastern Ontario Review Alexandria Alexandria*

The Dreadful Grade Crossing.

Several level crossing disasters are reported, one occurred at Alexandria, on the 5th, when the Ottawa eastbound morning express, while entering the station, struck the sleigh of Mr. Donald Cameron, of Lochiel. The accident occurred at the railway crossing, a little west of the station. Mr Cameron, his daughter Winfred, and a Miss Young, of Montreal, were in the sleigh at the time, and were on their way in to the village with grist for the Alexandria roller mills. Seemingly, they did not hear the whistle, and were opposite the Alexandria Manufacturing Company factory, situated on the north side of the track, when they first perceived the approaching train. Knowing he could not turn his horses and believing he had time to cross, Mr Cameron made the attempt, but had hardly reached the track when the engine struck them, leaving the horses unscratched on the south side, and hurting the sleigh and its occupants to the north side. The two ladies escaped with slight bruises, but Mr Cameron received several scalp wounds and the right thigh bone was broken. Surgical aide was called in, and Mr Cameron is reported as doing well.

*24/01/1894 Ottawa Free Press Renfrew Kinburn*

An official of the Parry Sound railway says that at various points along the route of the new road grain elevators are being erected. The one at Kinburn is now complete and several farther up the line will open a local trade within a short time.

*25/01/1894 Ottawa Free Press Carleton Place Chaudiere wood*

The Canadian Pacific railway is completing the erection of the steam coal hoist in the Chaudiere yards which was started last summer. The engine tenders can take on then supplies of coal very much more quickly by this new method. It is expected that the apparatus will be in running order in a couple of weeks.

*26/01/1894 Ottawa Free Press Tramway Bronson and Weston*

One of the band saws in the Bronson & Weston company's mills at the Chaudiere has been running for some weeks cutting dimensional timber which being employed to rebuild over the long tramways in the company's piling grounds.

*28/01/1894 Renfrew Mercury Renfrew Golden Lake*

The O.A. & P.S. Ry., will this week commence the regular delivery of freight at Golden Lake. Passenger trains will not pass Eganville. Eganville Enterprise.

*29/01/1894 Ottawa Journal Renfrew Arnprior*

It may not be generally known but it is a fact nevertheless that Gillies Bros., lumbermen of Braeside, find it sufficiently profitable to warrant their drawing lumber by sleigh to Arnprior and shipping it over the OA&PS tracks. Who says the latter company is not offering inducements? We are not surprised at the C.P.R. making so careful diagnosis of the situation by sending a representative up the line to investigate. According to the Renfrew Mercury, a travelling official of the C.P.R. visited that village recently in search of traffic. - Arnprior Watchman.

*30/01/1894 Ottawa Journal Ottawa Electric*

OER issues rules for electric rides.

*31/01/1894 Ottawa Journal Ottawa Electric*

Description of effects of heavy fall of snow. This includes a line drawing showing a street with an electric car behind a snow bank.

*02/02/1894 Renfrew Mercury Renfrew*

Mail service between Ottawa and Eganville, and intervening points, on the Ottawa, Arnprior and Parry Sound Railway, commenced on Thursday, February 1st. The mail from Ottawa, etc., will arrive by the train due here at 10 a.m.; and from Eganville by the train due at 2.49 p.m. The service will be a great accommodation to merchants and others all along the line.

*03/02/1894 Ottawa Journal Ottawa Electric*

Drawing of Tuesdays storm. Shows electric sweeper pushed by car 44 on Sparks street near Elgin.

*03/02/1894 Ottawa Journal Renfrew Killaloe*

Mr. M.J. O'Brien of Renfrew will commence work next week on his contract west of Killaloe on the O.A. & P.S. He will employ about 60 men for the present, and will increase the number considerably in the spring time.

*05/02/1894 Ottawa Journal Ottawa Electric*

The street railway company have decided to issue school tickets in half dollar sizes instead of the dollar size as at present. It is believed they will be found more convenient, especially to parents who have a large number of children attending school.

At a meeting of the railway committee of the Privy Council this morning were present Sir John Thompson, Hon. John Haggart, Sir Adolphe Caron, and Hon. T.M. Daly.

The next application was from the Ottawa, Arnprior and Parry Sound railway for the extension of time for completing the two bridges across the Canadian Pacific near Ottawa. One of these bridges is to cross the St. Lawrence and Ottawa road near Rochesterville and the other is in the township of Nepean, some six or seven miles from the city near Bell's Corners, to cross the C.P.R.

Mr. Christie appeared for the railway committee (sic) and said that owing to the frost coming on before the bridges were built the work in both cases was stopped. He asked that the time for completion be extended to June next. The Canadian Pacific had no objection to the extension.

Mr. Haggart - Are the piers completed?

Mr. Christie - Yes.

Mr. Haggart - Is the material for the superstructure on the ground?

Mr. Christie - No. I think it has been purchased.

Mr. Haggart - When can they be completed?

Mr. Christie - Before the month of June so I would ask an adjournment until then.

Mr. Clarke of the C.P.R. said he had no objection. The application was granted.

12/02/1894 *Ottawa Journal* *Tramway* *Buckingham*

Ten tons of graphite a day. Mr. Walker's plumbago factory near Buckingham. "Graphite City" is 35 or 40 minutes drive from Buckingham. There is a full description of the facilities.

From the ore shed to the crushers there is a train way to the mine. When the mine gets started fourteen cars will be put on this line to bring the ore from the mine.

It is expected that within two years there will be a railroad to the Lievre River, a few miles away where a shipping dock will be built.

15/02/1894 *Brockville Recorder* *Brockville* *Brockville*

Monday night's storm.

A delay of about two hours was caused the outgoing C.P.R. express this morning, but this is said to have been due to an attempt made during the night to run a light engine, tender first, into town from the round house.

15/02/1894 *Ottawa Free Press* *Ottawa Electric*

Car No. 33 hits a locomotive at the Bank street crossing.

15/02/1894 *Ottawa Free Press* *Renfrew* *Elgin Street*

The car cleaners shanty at the Canada Atlantic railway Elgin street depot was destroyed by fire yesterday morning. The damage will be repaired immediately.

15/02/1894 *Ottawa Journal* *Ottawa Electric* *Bank Street*

Electric car No. 33 came in for a rough experience and (sic) the Bank Street route yesterday afternoon.

The car was going south with two passengers a lady and a gentleman. As the car approached the C.A.R. crossing the gates were let down to allow a locomotive to pass. the motorman at once tried to apply the brake but the "controller" or handle came off and before he could get it on again the car crashed into the gate and smashed it and passed on. At the same time the locomotive reached the crossing moving slowly and striking the end of the electric car turned the car round. There was nothing injured but the gate.

More.

16/02/1894 *Renfrew Mercury* *Renfrew* *Glasgow*

The O.A. & P.S. station here (New Glasgow) is about completed, and will soon be ready for occupation. It is a fine structure and a credit for both company and contractor. Besides, we have the most obliging and gentlemanly agent on the line.

16/02/1894 *Ottawa Journal* *Renfrew* *Rideau Canal drawbridge*

A very singular railway accident occurred on the C.A.R. swing bridge last evening shortly after seven o'clock. A heavily loaded freight train of twenty-eight cars was leaving the yards for Rouse's Point. As usual the train was moving slowly over the swing bridge, in fact part of the train had crossed over and part was upon the bridge, when in some unaccountable way, the two rear cars and the van were derailed. Before the train could be brought to a standstill these cars had been dragged bumping over the timbers of the bridge. Reaching the further end of the bridge the coupling broke and the cars slid down a low embankment into a huge snow drift.

When the cars were at first derailed, conductor Lemieux, fearing that they would tumble over the bridge, jumped from the top of the van to the ice of the canal below, a distance of about twenty-five feet, but fortunately was uninjured. One of the brakemen kept on the van until the far end of the bridge was reached where the cars went into the embankment. So severely shaken up were the cars that the trucks of two of them were detached.

No one appears to know how the cars became derailed. The switch at the west end of the bridge was securely locked and the only feasible theory for the accident is that a beam of one of the cars broke and, falling across the rail, derailed the cars. No one is blamed for the accident.

Also reported in the Ottawa Free Press, same date. Summary in Renfrew Mercury 23 February.

19/02/1894 *Ottawa Free Press* *Ottawa Electric*

When electric car No. 7, which was bringing a train of summer cars on Albert street to New Edinburgh repairing shops on Saturday afternoon, was rounding the curve on Sussex and Rideau streets, the brakes suddenly gave out, causing it to plunge into a Sussex street car on the same track. Considerable damage was occasioned to the vestibules of both cars and No. 7 made its way to the sheds for repairs.

22/02/1894 *Brockville Recorder* *Westport* *Westport*

A petition largely signed by the citizens of Westport will be sent to the postmaster general asking that the mail between here and that village be carried by the Brockville & Westport train instead of by stage. The train service between here and Westport is now excellent, and not a day has passed this winter that the train has been unable to get through, and it does seem that the petition should have some weight. A petition is also being circulated in the interest of the stage people.

23/02/1894 *Ottawa Journal* *Kingston (CP)* *Clyde Forks*

Run off on the K&P. No. 3 mixed train, engine, freight cars and passenger car derailed. Details.

01/03/1894 *Brockville Recorder* *Westport*

All the businessmen favor the petition being circulated asking for the government to have the mails carried over the B. & W. railway.

01/03/1894 *Ottawa Free Press* *Renfrew* *locomotive*

The work of preparing for next summer's operations on the construction of the Ottawa, Arnprior and Parry Sound Railway is going on around the Elgin street depot. Several of the engines which will be employed on the construction have already been rebuilt. No. 6 has lately come out of the shops after a complete overhauling.

*01/03/1894 Ottawa Journal Ottawa Electric*

Last night a barrel of lubricating oil got spilled on Elgin Street near the Canada Atlantic Railway station and afterwards somebody set it on fire, making a great blaze. The electric cars having to pass through the oil got some of it on the wheels which made them smell like steam locomotives.

*01/03/1894 Brockville Recorder Brockville and New York Bridge*

A number of men were engaged yesterday under the direction of Engineer Smellie and Mr. Howland in taking soundings for the proposed international bridge opposite the Three Sisters Islands. They are reported to have found forty feet of water at the spot where the piers are to be located.

*01/03/1894 Ottawa Free Press Renfrew Rideau canal*

The damage which was done to the swing bridge across the canal at the Canada Atlantic railway by the run off two weeks ago has been repaired. --

*02/03/1894 Ottawa Journal Ottawa Electric*

Electric car 39 broke down on Sparks street.

*04/03/1894 Ottawa Free Press Montreal and Ottawa Interprovincial Bridge*

The work of taking the soundings in the Ottawa river for the Interprovincial bridge is still in progress. It will take the greater part of the week to complete the work.

*05/03/1894 Ottawa Free Press Ottawa Electric Ottawa Car*

Ten new open cars for the summer are being built by the Electric car company.

*08/03/1894 Ottawa Free Press Carleton Place Chaudiere wood*

A new apparatus at the Union depot which has been in the course of construction since last summer, has commenced operations. This is the coal hoist which fills the tenders of all engines in the yard. The necessary coal for an engine can be taken on in a very short time. The power for hoisting the coal is supplied from a neighboring engine.

*12/03/1894 Ottawa Citizen Ottawa Electric Ottawa Car*

Galt, Ahearn & Soper were the successful tenderers today for the electrical construction, equipment and rolling stock of the Galt and Preston Electric Railway. The road will connect Galt and Preston and will eventually extend to Berlin.

*15/03/1894 Ottawa Free Press Renfrew locomotive*

Arrangements for the coming season's work on the Ottawa, Arnprior and Parry Sound Railway are being pushed ahead. The two steam shovels which did such effective work last year will begin to operate next week. The shovels are now undergoing some repairs. One shovel which has been at the Carp this winter will operate in the large gravel pit near that place. The other one which is now in the Elgin street yards will probably be located at the newer pit in the neighborhood of Eganville. Until the snowfall disappears and the frost is out of the ground several of the trestle works will be filled up and the roadbed further strengthened wherever necessary. For about one week past men have been employed filling up a trestle work on this side of Eganville where the track crosses Moore's Creek. This will probably be completed by next week and the staff of workmen will move to neighboring trestles. At least two hundred flatcars will go up the line as soon as the shovels commence work and it is likely that a number of those who were engaged on the construction last year will resume this work again.

#### MORE NEW ENGINES

It is said that the company has ordered three new locomotives from Philadelphia to be used on the Ottawa, Arnprior and Parry Sound Railway. These engines have been found necessary on account of the largely increased traffic over the Canada Atlantic and Parry Sound Railways. They will be freight engines and slightly smaller than the Canada Atlantic mogul No. 100. They will be here, it is thought, early in the month of May.

As soon as the yards are cleared of snow a number of the hands now employed in the mechanical shops in this city will start the erection of a large number of new flat cars to be used on the Parry Sound Railway. The material has already arrived and it is expected that in all about one hundred cars will be built this spring.

#### INCREASING THE SHOPS

For some time back since the work on the Parry Sound Railway the present mechanical shops in this city have been found rather small for the amount of repairs which have to be done for both the C.A.R. and Parry Sound lines. It is now said that the company will erect a larger and more suitable structure in another part of the yards. The present mechanical shops will be used as painting shops.

*15/03/1894 Brockville Recorder Westport Brockville*

The west end creek indulged in the usual spring tear Tuesday afternoon and as a result there were more or less trouble this mooring down in the vicinity of the outlet at the river. During the night the ice made out on the creek bed in huge blocks and lodging in rear of the gas house, formed a blockage which caused a bad flood. A new channel was formed down the bed of the C.P.R. extension, but even this was insufficient to carry off the surplus water and considerable land was flooded between that point and the B. & W. station. About 10.30 this forenoon the jam at the gas works was broken, but it formed again near Beecher's dock and again the water backed up. Dynamite was used at various places along the creek and eventually the pressure was relieved.

Plans of the Union Bridge Co. have been approved by the US government--international bridge between Morristown and Brockville. --Mr. C.J. Pusey holds charters on both sides of the river--The plan was seen at the residence of Mr. Howland, a son in law of Mr. Pusey, himself a well known engineer, and, from what the reporter saw and heard, he for the first time feels safe in assuring the public that the long-talked of international bridge is an assured fact. Mr. Pusey, who, though for some time a partial resident of Brockville, is not widely known by our citizens, is a pleasant appearing gentleman about fifty years of age, and resides at Irondale, Ont., where he owns and manages a successful railway line in addition to extensive mills, factories, etc. Though by no means an assertive talker, he converses fluently on the matter in hand, and impresses one with the conviction that he not only knows his subject thoroughly but is sincere in his expressed conviction that the bridge will be built.

Plans - Union Bridge Co. chief engineer C. McDonald of Gananoque.

Gives details of cantilevers, spans etc. - total 5,500 feet. The connections in order to tap on this side of the Canadian Pacific and Grand Trunk and on the American shore, the New York Central, will give, with the bridge proper an aggregate length of 6¼ miles.

Crossing on this side the Grand Trunk tracks east of Chaffey street, and not far from the new asylum, a sort of loop is formed in order to tap the Canadian pacific near the present round house. The line after crossing the Grand Trunk, bends southward, passes down through the east side of the old lacrosse grounds, crosses King street at that point and reaches the river in the property of Hon. W.J. Christie and just across from Three Sisters Islands.

American side --

Charters demand that bridge shall be 150 feet above high water--

As is generally well known, to Mr. Pusey is due the credit of successfully carrying to its present position the international bridge project, and no doubt seems to exist in his mind that the erection of the structure is a probability in the near future. In fact timber is now being got out in the vicinity of Irondale for the caisson work, and will be brought here at once, and work commenced in the early summer. The cost of the bridge as given in the engineer's estimates is \$2,500,000, and it will require in its construction 25,000,000 pounds of steel, 2,000,000 feet of timber, 14,000 yards of masonry and 60,000 yards of concrete. It will be the regulation width of railway bridges, and will be provided with a walk for foot passengers. The organizations under which the concessions were granted and work done up to the present were the St. Lawrence Railway Co. on the American side and the Brockville and New York Bridge Co. here. These will now be amalgamated under the name Brockville and St. Lawrence Bridge Co. and contracts issued for the building of the structure through the above.

Also summary in Renfrew Mercury, March 23.

16/03/1894 Ottawa Free Press Carp, Almonte and Lanark

A charter was issued for the Carp, Almonte and Lanark railway by the Ontario legislature some time ago to a company composed of prominent business men in Almonte, Lanark and the Carp. A lively interest is now taken by the citizens of Almonte and the Carp to have the construction of this road commenced at once. Almonte proposes to take \$40,000 stock in the new road, and the townships of Huntley and Lanark will contribute handsomely also. Dr. Rains, mayor of Almonte, and W.H. Stafford, barrister, were in the city yesterday interviewing prominent railway men with reference to the matter and met with successful encouragement.

16/03/1894 Renfrew Mercury Belleville Perth

About sixty men are now employed in the C.P.R. car shops at Perth, principally on repairs. All cars now turned out have the old coupling replaced with new self couplers, made under contract at Mr. W.H. Frost's malleable iron works, at Smiths Falls. The manufacture of these couplers is a very large business.

20/03/1894 Ottawa Journal Ottawa Electric

Car 30 of the Bank and Ann street line collided with car 21 of the Rideau street line.

21/03/1894 Ottawa Free Press Renfrew Carp

The workers of the steam shovel are beginning to talk gravel. They are billed for the 1st of April.

23/03/1894 Renfrew Mercury Renfrew Wilno

Mr. J. O'Brien, contractor, has the Wilno pass cleared, and is commencing the rock cut in it, which is very heavy. The materials will be used in a long dump at the foot of the pass. This dump will, in some places, be forty-one feet high.

23/03/1894 Eastern Ontario Review Montreal and Ottawa Vankleek Hill

Important Railway Meeting

A meeting will be held on Tuesday next at 1 o'clock p.m. at Kelly's Hotel, on railway matters.

Now or Never

24/03/1894 Ottawa Journal Renfrew Barrys Bay

The contract for next summer's work on the O.A. & P.S.R. construction was let this morning. It went to E.F. Fauquier. He will construct thirty-five miles of road from Barry's Bay, the present terminus of the line, one hundred and seven miles distant from Ottawa, to Long Lake, 142 miles from this city. This is considered the heaviest part of the construction between here and Parry Sound.

Also reported in Ottawa Free Press on 30 March and Renfrew Mercury March 30.

26/03/1894 Ottawa Free Press Renfrew

The construction of a large number of new cars for the Parry Sound railway has started in the mechanical shops of the Elgin street depot. The work will likely be continued for a large part of the summer as many cars will be required to keep up with the increased trade over the line.

One of the two steam shovels owned by the Ottawa, Arnprior and Parry Sound Railway went up the line yesterday morning to commence work in the gravel pit at Eganville. Until the frost has disappeared from the ground the gravel will only be used to fill up spots that were not completed last year. Two gravel trains are expected to go up the line tomorrow.

26/03/1894 Ottawa Free Press Ottawa Electric

Men are engaged clearing the road bed of the street railway track on Albert street east of bank, preparing it for use during the Kirmess (at the Grand Opera House).

26/03/1894 Ottawa Journal Renfrew

Including the 35 miles of road the contract for which was given out Saturday to E.F. Fauquier, the O.A. & P.S. will construct 77 miles of road this summer. Besides the 35 miles contract given to Mr. Fauquier today, twenty miles have been given to Wm. Heald; twelve miles to J. O'Brien, through the Haggarty Pass, and ten miles to Poelan and Fitzpatrick at the furthest end of the proposed line extending towards the terminus of the old colonization railway. This will leave about seventy miles of the road left to be completed next year.

27/03/1894 Ottawa Free Press Ottawa Electric

The Electric Railway company has opened up the double track along Bridge street from Oregon to the suspension bridge. The single track was used all through the winter months.

**28/03/1894**    *Ottawa Free Press*                      *Ottawa Electric*                      *Ottawa Car*

The Electric Car Manufacturing Co. have completed five vestibuled and three open cars for Hamilton, Ont., twenty cars for Montreal, and eight open cars for the Ottawa road for the present summer. The handsome pillars for these cars were turned out under the skillful work of Mr. Charles Sabourin.

**29/03/1894**    *The Equity, Shawville*                      *Maniwaki*

Master Tom Armitage, fireman of No. 7 on the G.V. R.R. is home on a week's vacation.

**29/03/1894**    *Brockville Recorder*                      *Brockville and New York Bridge*

Mr. C.J. Pusey, promoter of the proposed international bridge here, is understood to have asked for tenders in certain quarters, for supplying half a million feet of lumber to be used in the structure. During the week he was also looking about for a suitable man to act as master of the tug which is to be used in towing supplies to the site of the work. It looks at present as though the major portion of the stone needed will be taken from Point Ann quarries near Belleville, which are so situated that barges can be loaded there and towed right to where the stone is wanted.

**30/03/1894**    *Renfrew Mercury*                      *Renfrew*

Work on the construction of the O.A. & P.S. Railway above Golden Lake is being pushed ahead, and mucyh progress has been made during the past few weeks. Should the weather continue fine Mr. Heald expects to have his contract completed a month ahead of the time allotted to him. Mr. Booth has decided to immediately let the contract for another 35 mile section, which will bring the road to the Eganville Estate. This portion will be built this summer, and next year the remainder of the line through to Elmsdale (the point where the O.A. & P.S. will make connection with eh Parry Sound Colonization Railway) will be finished. Then through traffic will be commenced from Georgian Bay to the seaboard. Enterprise.

**30/03/1894**    *Renfrew Mercury*                      *Kingston, Smiths Falls and Ottawa*

The by-law to grant a bonus of \$7,500 to the Kingston, Smiths Falls and Ottawa R.R. was carried in the township of Bastard and South Burgess by a majority of 129.

**30/03/1894**    *Perth Courier*                      *Belleville*                      *Elmsley*

Removing Houses - During the winter the second of the C.P.R. houses on upper Craig st was removed and re-erected at Kemptville, and now another has been pulled down and put up again at the Port Elmsley station, where it will be occupied by the section man, and perhaps used as a station house. There are still three of these houses left here, but their unfortunate location neutralizes their usefulness.

**30/03/1894**    *Eastern Ontario Review*                      *Montreal and Ottawa*                      *Vankleek Hill*

Railway Meeting Here

A preliminary meeting to consider the railway Situation in these United Counties was held here on Tuesday. A large number of gentlemen , notwithstanding the bad condition of the roads, were in attendance. Indeed, it was surprising how good a representation of the counties could have been obtained on such short and insufficient notice.

Attendance details omitted

Details of motions passed.

**31/03/1894**    *Ottawa Journal*                      *Ottawa Electric*

Car 23 collided with car 34.

**31/03/1894**    *Ottawa Journal*                      *Maniwaki*

Mr. H.J. Beemer, president of the O. & G.V. and P.P.J. Rys. is at the Russell.

In conversation with the Journal last evening he stated that the company had decided to run two passenger trains each way over the Ottawa & Gatineau Valley line this summer to accommodate the large number of business men in the city who desire to spend their leisure moments among he beautiful sceneries of the Gatineau mountains.

The trains will run to Pickanock, the present terminus of the line. There will be a fast express in the evening, leaving Ottawa between five and six o'clock and reaching Pickanock about seven. The other train going out of the city will leave here at 9.45 a.m. on Tuesdays and Thursdays and on Saturdays it will start at half past one so as to better accommodate those who wish to spend Saturday afternoon and Sunday out of the city. The morning train will carry freight as well as passengers and will not be as fast as the evening train. This train will return to Ottawa at 7.55 on Monday and Wednesday and Friday evenings.

Asked if the company intended pushing the construction of the line beyond Pickanock this summer, Mr. Beemer said he could not give a definite answer until some arrangements now under consideration were completed.

**31/03/1894**    *Ottawa Journal*                      *Pontiac & Pacific Junction*

Mr. H.J. Beemer, president of the O. & G.V. and P.P.J. Rys. is at the Russell.

In conversation with the Journal last evening he stated that:

(piece on Maniwaki line)

The proposed extension of the P.P.J. Ry. to Pembroke would this season be built to as far as the seventh mile from here, where the line strikes the Ottawa river several miles beyond Coulonge.

**02/04/1894**    *Ottawa Citizen*                      *Ottawa Electric*                      *Ottawa Car*

Cars are already being manufactured at the new three story building of the Ottawa Car Company on Slater street. The upper portion of the building is hardly yet complete but owing to a pressure of business the company was compelled to use the lower part as soon as possible. They have now orders for thirty-six cars from outside cities and have an extra staff working at night.

**04/04/1894**    *Ottawa Journal*                      *Kingston, Smiths Falls and Ottawa*

Mr. C.F. Gildersleeve, president of the Kingston, Smiths Falls and Ottawa Railway is at the Russell. In conversation with the Journal today he said that two municipalities had lately voted bonuses on the line and the Dominion government would be asked at this session to pay over the bonuses in accordance with a promise made last year to do so, as the municipalities voted bonuses to the line. He states that the construction work, which was begun at Kingston last summer has been continued through the winter but the heavy rock cuts prevented the work progressing with any degree of rapidity. The line would, he said be pushed on to Ottawa with all possible speed.

**04/04/1894**    *Ottawa Free Press*                      *Ottawa Electric*                      *Ottawa Car*

The new electric car building shop on Albert street has advanced to the point of putting on the sheet iron covering.

**05/04/1894 Ottawa Journal Renfrew**

Owing to the spring floods having damaged the roadway of the O.A. & P.S. line in several places between Eganville and Golden Lake, the carriage of freight west of Eganville has been stopped. They are now busily repairing damages.

Mr. J.R. Booth passed over the line last week as far as Golden Lake and inspected some of the new work. He was accompanied by Mr. Chamberlain, manager of the company.

The construction of the line from Barry's Bay to Long Lake, a distance of thirty-five miles, will be pushed through rapidly. It is said the contractors are bound to have it completed by the first of November so as to be ready to ship lumber from the mills being erected by the American company which purchased the Perley and Pattee limits.

The company which purchased the limits of Perley & Pattee took in last winter a portable steam saw to saw the necessary lumber for their new saw mill. They expect to have it ready by the time the O.A. & P.S. reach there.

It is said by some who think they ought to know that the division station between Ottawa and Parry Sound will be at Long Lake. - Eganville Enterprise.

**05/04/1894 The Equity, Shawville Renfrew**

The Free Press says that arrangements for the coming season's work on the construction of the O.A. & P.S. are being pushed ahead. The steam shovels commenced work last week - one at Carp, the other at Eganville. Until the snow all disappears, the trestles will be filled up, and the roadbed strengthened. Two hundred flatcars will be used with the shovels. It is said the company has ordered three new freight locomotives from Philadelphia. One hundred cars will be built at the Ottawa works this spring. A new and larger mechanical shop is to be erected in the Ottawa yard, the present shops being used for painting shops. The Arnprior Chronicle says:- Including the 35 miles of road, the contract for which was given out Saturday, 24th ult., E.F. Fauquier, the Ottawa, Arnprior and Parry Sound Railway will construct 77 miles of road this summer. Besides the 35 mile contract given to Fauquier Saturday, 20 mile shave been given to Wm. Heald, 18 miles to Mr. O'Brien, through the Haggarty pass, and 10 miles to Poolan and Fitzpatrick at the farther end of the proposed line extending inwards from the terminus of the old colonization railway. This will leave about 70 miles of the road to be completed next year.

**06/04/1894 Ottawa Journal Ottawa Electric Ottawa Car**

In one month from the time the work commenced the Ottawa Car Company will have their new car sheds completed. The work has been rushed forward with the usual expedition displayed by the company in their undertakings.

It is a three story building 40 feet frontage by 99 feet deep on Slater street, immediately in rear of the company's present premises. The building is of wood, set on solid cedar posts, which are let down to the solid rock, and it is sheeted outside with Canada plate. Although only started only three weeks ago, it is so far completed that frames for the Hamilton cars are being worked on in it.

In the near future a solid masonry foundation will be put in. The floors are not divided up. On the first floor the finishing and painting will be done, and the second floor will be devoted to the trimming shop and the manufacture of carriages. The main portion of the machinery remains in the present premises and will be run there.

The roof is flat, inclined downward to the centre, where the water drains off. The flooring is double, the top laying being put down diagonally to give extra strength. Underneath the building is a space to be used for the storing of lumber.

Outside the building a drum elevator is being constructed which will take up a car from the ground to the first floor after it has been put together. The total cost of the building will be about \$5,000 and the strongest and best of work has been put into it.

#### CARS FOR OUTSIDE ROADS

The company now have an extra amount of work on. They are supplying all of the rolling stock for the Galt street railway, and they will be constructed similar to the Ottawa cars and put out as fast as possible. The eleven cars being built for Hamilton are 37 feet long and run on two trucks. In Hamilton there are no sharp curves and the length of a car is immaterial. They will be finished in a somewhat superior style to the Ottawa cars and will be built like a railway car with an aisle in the centre and rows of seats on each side.

The ten Montreal cars will be some closed and some open. The amount of work now in has made a boom and will keep a full staff steadily at work for the summer.

**06/04/1894 Ottawa Journal Canada Atlantic Bearbrook**

Man crushed to death while coupling cars at Bearbrook.

**06/04/1894 Renfrew Mercury Renfrew**

Lots of lumber is going through on the O. A. P. S. It is going to Albany and Boston. Flood damage between Eganville and Golden Lake. Repairs are under way. The divisional point will be at Long Lake (now Whitney).

**07/04/1894 Ottawa Free Press Canada Atlantic Bearbrook**

Accident at Bearbrooke station.

**09/04/1894 Ottawa Journal Renfrew Rideau Canal drawbridge**

The engine which went through the swing bridge of the canal last fall is repaired and turned out of the shops in splendid shape and will again be put on the line this week.

**11/04/1894 Ottawa Journal Ottawa Electric**

Fatal accident with car No. 40. Also reported in the Ottawa Free Press same date.

**12/04/1894 Brockville Recorder Winchester Oxford Mills**

A petition signed by eighty was presented to the Oxford council on Saturday requesting the powers that be grant \$250 to the C.P.R. for a station and platform to be erected at the crossing near Oxford Mills. P.R. McDonald presented the petition and said the railway authorities claimed that it would cost \$500 and if half that was presented the station would be erected.

**13/04/1894 Eastern Ontario Review Renfrew Eganville**

Work on the O.A. & P.S. Railway

The spring floods having damaged the roadway of the O.A. & P.S line in several places between Eganville and Golden Lake, they are now busily repairing damages.

The construction from Barry's Bay to Long Lake, a distance of thirty-five miles will be pushed through rapidly. It is said the contractors are bound to have it completed by the first of November, so as to be ready to ship lumber from the mills being erected by the American company which purchased the Pattee and Perley limits.

The company took in last winter a portable steam saw mill, to saw the necessary lumber for their new mill. They expect to have it ready by the time the O.A. & P.S. reaches here..

**13/04/1894 Renfrew Mercury Renfrew**

The O.A. & P.S. Railway Company has decided not to build a station between Carp and Ottawa. The people of March, who were pretty confident of having one built in their township, are somewhat disappointed. In consequence of this decision, the veteran mail carrier, Mr. Phillip Orchard, will continue his rounds as usual.

**14/04/1894** *Ottawa Citizen* *Ottawa Electric*

The Ottawa Electric Street Railway Company have issued neatly gotten up books containing the rules and regulations for the general guidance of conductors and motormen. Under the head of department it says: Conductors must be polite, civil and attentive to all passengers under all circumstances, giving special attention to ladies, children and elderly persons while getting in and out of the cars and must answer proper enquiries whilst avoiding unnecessary conversations with passengers.

**14/04/1894** *Ottawa Free Press* *Canada Atlantic* *Bearbrook*

The van of No. 11 train over the Canada Atlantic railway will remain draped for four weeks as a token of respect for the late Joseph Croteau who was killed at Bearbrook station last week.

**18/04/1894** *Ottawa Journal* *Montreal and Ottawa*

Representatives want a fair show. Route of the M&O. Includes a map.

**18/04/1894** *Ottawa Citizen* *Ottawa Electric*

The promoters of the electric railway have had a group photograph taken. Those in the group are Messrs. T. Ahearn, W.Y. Soper, J.W. McRae, R. Quain, P. Whelan, G.P. Brophy, Thos. Workman, W. Hutcheson, C. Dewar, J.D. Fraser and W. Scott.

**18/04/1894** *Ottawa Journal* *Ottawa Electric*

Electric car No. 222, new and open, was put on the Rideau street line this morning. It has a glass front and back instead of curtains.

**19/04/1894** *Ottawa Journal* *Ottawa Electric* *Rockcliffe*

The Rockcliffe car will begin running today, making connection with both routes at New Edinburgh. The regular through service without change will be commenced in a few days.

The double track now runs all the way to Rockcliffe.

The merry go round has arrived from Tonawanda NY.

**21/04/1894** *Ottawa Journal* *Renfrew*

The lengthy trestle at the approach to the O.A. & P.S. bridge over the Madawaska river at Arnprior is being filled in with clay and gravel.

The O.A. & P.S. Ry. have begun construction of station houses at Golden Lake and other places along the line. Mr. C. Tomlinson of this city is building the station at Golden lake.

**23/04/1894** *Ottawa Journal* *Ottawa Electric*

Mail car No. 3 ran off the track at the post office.

**23/04/1894** *Ottawa Free Press* *Renfrew*

Almost every day men are leaving by the morning train to secure employment on the construction of the Ottawa, Arnprior and Parry Sound Railway. This morning there was a large gang of Italians going up to work on one of the contracts above Golden Lake. So far there has been no steel laid this year, but it is expected that men will shortly commence on the department of the the construction. The steam shovel is now working at Eganville and a large part of the ballast is taken to fill up the trestle work at Arnprior.

Also in the Renfrew Mercury 27 April.

**24/04/1894** *Ottawa Journal* *Maniwaki* *Kazabazua*

The Ottawa and Gatineau Valley Railway will open their summer hotel at Kazabazua on 15th May. Situated close to the station.

**25/04/1894** *Ottawa Journal* *Montreal and Ottawa*

THE KICK HAD EFFECT

Better Outlook for the Montreal & Ottawa R- R

THE C. P. R. AGREES TO A MEASURE OF COMPROMISE.

Within Eighteen Months They Will Spend \$100,000 on the Road, and Within 30 Months \$100,000 Exclusive of Bonusses - The Result of a Conference To-day.

The kick of the eastern counties men which The Journal ventilated so fully, against the five years delay asked by the C. P. R. in completing the Montreal & Ottawa railroad has resulted in good.

Judge Clarke, solicitor of th C. P. R. to day came to an agreement with a oommittee from the interested district. Within 18 months from this date the company is to spend \$100,000 on the road from Point Fortune westward and within 30 month from date another \$100,000, both amounts to be exclusive of all bonuses.

If the company does not carry out the agreement as above the charter will lapse,

The committee that met Judge Clark were W. C. Edwards M. P. Sheriff Hagar C. G. O'Brien, E. A. Johnson, L'Original ; Warden Hurtebise, Mr. Proulx, M. P. Prescott; and Senator Clemow, Ottawa.

The conference was held in a committee room in the Senate. The local men asked that \$100,000 be spent the present year, and another \$100,000 next year.

THAT OR FIGHT.

Judge Clark said that in the present de pressed state of the money market it would be impossible for the C.P.R. to spend a cent that year, and if the committee insisted on it the company would fight tha point out in the railway oommittee. He then made the offer as stated above and which a ter some discussion was accepted.

It was arranged to incorporate the agreement arrived at in the bill to extend the time of completing the road, which is now before the House, and thus amended the bill be allowed to go through unopposed.

The present arrangement means that the company to spend \$100,000 within eighteen month must start work within something over a year from now or sometime next summer

**25/04/1894** *Ottawa Free Press* *Ottawa Electric*

The distribution of ties for the electric street railway commenced this morning. About 170 tons of rails are on the road and expected here on Monday or Tuesday. As soon as they arrive the men will commence work.

**27/04/1894** *Ottawa Journal* *Ottawa Electric*

The Ottawa Electric Street Railway company have entered a protest to the Hull city council against that body granting a charter to any other company to build and operate an electric street railway line in that city after having proposed and almost concluded terms with the Ottawa Electric Street Railway Co. towards the extension of their line into Hull.



Montreal and Ottawa Railway

Mr. J. Seabury O'Dwyer, engineer in charge of the Montreal and Ottawa R.R., is at present on "The Hill." He is taking a look over the surveys already made, with a view of locating the route to be taken. Following interesting item is taken from the Ottawa Evening Journal, of Wednesday of this week.

The kick of the Eastern Counties men, against the five year delay asked by the C.P.R., in completing the Montreal and Ottawa Railroad has resulted in good. James Clarke, solicitor of the C.P.R., came to an agreement with a committee from the interested districts.

Within 13 months from this date, the company is to spend \$100,000 on the road from Point Fortune westward, and within 30 months from the date another \$100,000, both amounts to be exclusive of all bonuses.

If the company does not carry out the agreement as above. The charter will lapse.

More

27/04/1894 *Renfrew Mercury* *Renfrew* *Golden Lake*

The O.A. & P.S. Ry. have begun the erection of station houses at Golden Lake and other places along the line. Mr. C. Tomlinson, of Ottawa, is building the station at Golden Lake.

28/04/1894 *Ottawa Citizen* *Canada Atlantic* *Bearbrook*

Brakeman suffers an accident at Bearbrook. Full account.

30/04/1894 *Ottawa Journal* *Ottawa Electric* *Rockcliffe*

Arbor day, May 3rd, is the opening day of the through service to Rockcliffe Park. Cars from the Exhibition grounds will go through the park all day and cars from Hull in the afternoons.

30/04/1894 *Ottawa Journal* *Aylmer branch* *Aylmer*

The CPR summer service to Britannia and Aylmer will start May 15.

30/04/1894 *Ottawa Journal* *Carleton Place* *Britannia*

The CPR summer service to Britannia and Aylmer will start May 15.

01/05/1894 *Renfrew Mercury* *Renfrew*

QUEEN'S PARK: A cash subsidy is granted of \$3,000 per mile to OA & PS contractor Fauquier, to build thirty-five miles west of Barry's Bay, conditional on regulations for the protection from fire of timber. These railways would open up new and important sections of the country, and be close to large tracts of mineral and other natural wealth, and would open up valuable agricultural land.

The Toronto Board of Trade opposed this grant on the ground that it was practically a private line and as such, not entitled to a subsidy. Mr. Meridith charged that grants had been given as a result of petitions from Liberal organizations - which he described as a most extraordinary state of things.

A NEW BRIDGE OVER THE BONNECHERE: J. W. Monroe, Pembroke, F. Hilliard, Renfrew, were the competing contractors, but R. Weddel got the contract.

Twenty new cars, 34 feet long have been built in CAR workshops. They will soon be in service to meet the demands of shipping livestock.

A government official had expressed concern about the railway's locomotives causing forest fire damage to the pine. Booth's officials reported that the line as surveyed followed the swamps and lowlands, and that very little pine is passed through, for where it is not swamp, and along the lake shores it is through hardwood; there is therefore no danger to be apprehended from fire.

02/05/1894 *Ottawa Free Press* *Montreal and Ottawa*

Surveyors have begun work on the projected Montreal and Ottawa railway. The staff commenced at Caledonia Springs and are working towards Pointe Fortune.

03/05/1894 *Ottawa Journal* *Renfrew* *locomotive*

Two new passenger locomotives weighing 95,000 pounds each with tender and two freight locomotives each weighing 105,000 pounds have arrived at the C.A.R depot from the Baldwin Locomotives Works in Philadelphia to be used on the C.A.R and O.A. & P.S. Ry. The cost of each locomotive was \$8,000.

03/05/1894 *Brockville Recorder* *Brockville and New York Bridge* *Brockville*

A regularly advertised meeting of the Brockville and New York Bridge Co. was held Thursday afternoon at two o'clock, in the law offices of Wood, Webster & Stewart. The principle business on hand was the election of a permanent board of directors which resulted in the election of the following gentlemen:- Col. W.H. Cole, D. Darbyshire, D.W. Downey, Geo. H. Weatherhead, W.B. Smellie, Brockville, L.H. Howland and C.J. Pusey, Irondale. At a subsequent meeting of the board, Mr. Pusey was elected president, Col. Cole vice president; and L.H. Howland secretary treasurer. The directors adopted the agreement of amalgamation with the St. Lawrence Railway Co. of New York, under the name of the Brockville & St. Lawrence Bridge Co. This agreement will be submitted to a meeting of the shareholders, which will be held on 17th May for confirmation. The St. Lawrence Bridge Co. will hold their meeting in New York City early next week when the agreement will be submitted to their shareholders. At that meeting the permanent board of the New York Co. will be named.

In conversation with president Pusey, a Recorder reporter was informed that nothing can be done towards asking tenders or laying supplies on the ground until the specifications for the proposed bridge are finished. These specifications are now in course of preparation by the Union Bridge Co. of New York, and upon completion will be submitted for acceptance by the governments of both countries. When this course has been taken, tenders will be asked and supplies will be put on the ground as soon as the necessary contracts have been awarded.

04/05/1894 *Renfrew Mercury* *Locksley*

The people of the lower portion of Pontiac county are very anxious to get communication with Renfrew and its competing lines: and we understand that an effort is being made to secure a meeting of those interested in the Pontiac and Pembroke Southern roads, in order to see if the amalgamated forces could succeed in getting from the Government a bonus to aid in building the lines, which would probably unite a few miles from Renfrew. It is likely that representatives of the O.A. & P.S. and K. & P. railways - which are naturally interested in getting feeder lines - will be invited to a conference to be held at an early date in Renfrew.

04/05/1894 *Ottawa Journal* *Renfrew*

Twenty new stock cars, each 34 feet in length, built in the C.A.R. workshops, will shortly be put in service on the O.A. & P.S. railway and the C.A.R. to meet an increased demand on these lines by shippers of livestock.

11/05/1894 *Renfrew Mercury* *Renfrew*

Twenty new stock cars, each thirty-four feet in length, built at the C.A.R. workshops, will shortly be put into service on the O.A. & P.S. railway and C.A.R. to meet an increased demand on these lines by shoppers of live cattle.

11/05/1894 *Renfrew Mercury* *Belleville* *Perth*

Sixty men were discharged from the Perth car shops on Saturday, and as many more were discharged some time previously.

**14/05/1894 Ottawa Free Press Renfrew**

Mr. G.A. Mountain, chief engineer of the Canada Atlantic and Ottawa and Parry Sound railway, returned from the far end of the latter line this morning. In conversation with the Free Press he said that the construction of the Parry Sound road is advancing rapidly. The contract to Killaloe is winding up and the track from Eganville to Golden Lake has been thoroughly ballasted. This part of the road will be ready for government inspection in a few days and when this is over the O.A. & P.S. will be in operation for 84 miles from Ottawa. The work is well advanced to Haggerty pass, 109 miles from here. And from that point to the 129th mile the ground has been broken. From the latter point up to the 142nd mile the right of way is being cleared. Frost is still to be found in many of the swamps. The company expects to have track laid this year from Ottawa 250 miles westward. Mr. Mountain leaves in a day or two for the Parry Sound Colonization railway, which is now within ten miles of its destination, Parry Sound. When the year's construction is completed there will be a gap of 65 miles between the work which started from Ottawa and the Colonization road which is working in the opposite direction.

**15/05/1894 Ottawa Free Press Renfrew**

Steel for the new Parry Sound railway is arriving in this city at the rate of about twenty-five car loads a day. The rails are taken up at once to the far end of the road where they are distributed ready for laying later in the season. Also in the Renfrew Mercury 25 May. Twenty new cattle cars for the Ottawa, Arnprior and Parry Sound Railway have just been built in the mechanical shops of the Elgin street depot. A few cattle are coming down the line at present and the cars will be used for different kinds of freight until the autumn comes.

**15/05/1894 Ottawa Free Press Canada Atlantic**

The work of reballasting the main line of the Canada Atlantic railway from Moose Creek to this city is advancing steadily and a couple of trains are working on the section of road this side of Eastman's Springs. The roadway below Eastman's however, has not been gone over and trains are working there also.

**15/05/1894 Ottawa Free Press Renfrew**

'Construction of the Parry Sound Railway: Mr. G. A. Mountain, chief engineer of the Canada Atlantic and Ottawa & Parry Sound railways, returned from the far end of the latter line this morning. In conversation with the Free Press he said that the construction of the Parry Sound Road is advancing rapidly. The contract to Killaloe is winding up and the track from Eganville to Golden Lake has been thoroughly ballasted. This part of the road will be ready for government inspection in a few days, and when this is over the O., A. & P. S. Ry., will be in operation 84 miles from Ottawa. The work is well advanced in Haggerty pass, 109 miles from here, and from that point to the 129th mile the ground has been broken. From the latter point up to the 142nd mile the right of way is being cleared. Frost is still to be found in many of the swamps. The company expects to have track laid this year from Ottawa 250 miles westward. Mr. Mountain leaves in a day or two for the Parry Sound Colonization railway, which is now within ten miles of its destination, Parry Sound. When the year's construction is completed there will be a gap of 65 miles between the work which started from the Ottawa and the Colonization road which is working in the opposite direction. —Ottawa Free Press, Tuesday, 15th"/Renfrew Mercury

**16/05/1894 Ottawa Journal Maniwaki**

New timetable advertisement.

**16/05/1894 Ottawa Journal Renfrew**

The ten mile section of the O.A. & P.S. Ry. above Golden Lake has been sub-let by the contractor Mr. Fauquier to J.C. O'Neil of Kemptville.

**16/05/1894 Ottawa Journal Pontiac & Pacific Junction**

A considerable quantity of galena has been mined at the Russell Galena mine on Calumet Island and will be shipped over the P.P.J. Ry. to the states this summer.

**16/05/1894 Ottawa Citizen Maniwaki**

The new additional service on the Gatineau Valley Railway commences today. Trains will leave the city now at 8.15 a.m. and 5.20 p.m.

**17/05/1894 The Equity, Shawville Pontiac & Pacific Junction**

Mr. W.D. Harris, C.B. Dunn and others of the engineering staff of the P. & P. J. Co., were up the line inspecting that portion of the road not in operation west of Coulonge, with a view to commence the work of repairing at once, in order that it may be utilized for traffic as speedily as possible. Once taken up, we hope to see the work of construction continued without intercession until the road is compelled to the terminus.

**18/05/1894 Ottawa Free Press Maniwaki**

Mr. John Davis, formerly of the P. & P. J. railway, Wednesday, commenced his duties as conductor, running the local train on the Gatineau Valley railway between this city and Wright station at the Pickanock.

**18/05/1894 Renfrew Mercury Pontiac & Pacific Junction**

The Advance announces that work in the Pontiac Railway is to be resumed immediately by fixing up the part between Coulonge and Black River, to have the trains running on that section with the least possible delay.

**18/05/1894 Renfrew Mercury Renfrew**

Messrs. Jos. Boucher, (Almonte) James Wilson and Arthur Beggs, stone masons, have taken a contract for all the stonework required on twenty-five miles of the O.A. & P.S. R. beyond Eganville. There will be about 4,000 square yards in all, costing in the neighbourhood of \$40,000, and it has to be completed in 1894.

**18/05/1894 Ottawa Journal Pontiac & Pacific Junction**

The ballasting of the further end of the P.P.J beyond Fort Coulonge has begun with a large force of men. The construction of the next ten mile section toward Pembroke will be begun as soon as this work is completed.

**18/05/1894 Renfrew Mercury Renfrew Galetta**

For the present the railway company have abandoned the gravel pit lying between Arnprior and Galetta. The sidings having been taken up.

**18/05/1894 Perth Courier Lanark County Electric**

ELECTRIC RAILWAY TO LANARK - Mr. James Fowler, U. S. consul at Carleton Place, was here on Monday, and informs us that a scheme was in progress for building an electric railway between Perth and Lanark. The promoters are: Messrs. John B. Riley, Plattsburg, N.Y. Alex. Wendler, Carthage, N.Y.; Thos. Henry, Montreal; A. H. Edwards, Carleton Place, and James Fowler, Carleton Place. Some of these gentlemen are very wealthy, and if they find such a road can be built to pay, and a certain amount of encouragement given the company along the line, the scheme will go on. We understand a proposition is to be submitted to the Perth Board of Trade some time soon by the promoter in connection with the enterprise. The Lanark people look very favorably on the scheme, as it would give them access to the outside world, and we are sure Perth would have no objection to see the road go on.

**19/05/1894 Ottawa Journal Maniwaki**

More than a thousand cords of tan bark have been shipped over the Ottawa and Gatineau Valley Railway from the vicinity of Wakefield this spring for the Boston tanneries.

**21/05/1894   Ottawa Journal   Renfrew   Eganville**

The streets at night seem deserted since the opening of the boarding cars on the O.A. & P.S. Railway. Until very recently the hotel accommodation was taxed to the utmost and many private dwellings were filled with men working on the construction. Work on this line is now in full swing and the line is completed for some miles beyond Golden Lake. It is expected that regular train service will be opened to that point in the near future.

**22/05/1894   Ottawa Citizen   Renfrew**

The Canada Atlantic Railway company are leaving nothing undone to ensure ample accommodation and every convenience for all who intend patronizing the excursion of the 43rd battalion to Arnprior on the 24th. Yesterday the company were fortunate in securing a number of first class coaches for the occasion.

**23/05/1894   Ottawa Free Press   Ottawa Electric**

Accident with car No. 51.

**25/05/1894   Brockville Recorder   Lanark County Electric**

Application for charter in gazette. Perth to Lanark. A preliminary survey has already been made with a view to obtaining a direct line - towns to be asked for assistance.

Similar note in Renfrew Mercury 25 May.

**25/05/1894   Renfrew Mercury   Renfrew**

Mr. Fauquier, contractor on the O.A. & P.S. Railway, has sub-contracted ten miles of his recent contract of thirty-five miles to Mr. J.C. O'Neil, of Kemptville. Mr. George Ferguson, son of the M.P., has the lower end and Mr. Heald, has ten miles at the west end. Eganville Star.

The bridge contractor on the O.A. & P.S. Ry. has purchased from Mr. Oliver Menard, the right to quarry stone on his land in Grattan for five years. A switch is now being placed into the quarry. It is expected that about fifteen men will be employed and that the stone for the new Roman Catholic church in Eganville will also be taken from Mr. Menard's land. Eganville Enterprise.

**28/05/1894   Ottawa Journal   Maniwaki**

The O. & G.V. carried over two hundred persons to Chelsea on Saturday afternoon on the excursion under the auspices of the Field Naturalists Club. The O. & G.V. boarding house at Kazabazua is now filled with tourists and pleasure seekers, principally from this city.

**28/05/1894   Ottawa Journal   Renfrew   Golden Lake**

The O.A. & P.S. railway have arranged to run freight through over their line to Golden Lake twice a week. Golden Lake is eight miles beyond Eganville the present terminus of the line.

**29/05/1894   Ottawa Citizen   Renfrew**

Freight trains now run on Mondays and Thursdays on the O.A. & P.S. railway, as far as Golden Lake, eight miles west of Eganville.

**29/05/1894   Ottawa Journal   Renfrew   Arnprior**

Eleven hundred and seventy people were carried into Arnprior on the Queen's birthday by the O.A. & P.S. Ry.. Of this number 841 were from this city.

**31/05/1894   The Equity, Shawville   Pontiac & Pacific Junction**

It is said there are over 300 men at present engaged re-ballasting the unused part of the P. & P. J. above Coulonge.

**01/06/1894   Renfrew Mercury   Renfrew   Eganville**

On Wednesday evening after the arrival of the C.P.R. train, the engine with the baggage car attached, returned to Renfrew and during the night returned with a car loaded with dynamite for use on the O.A. & P.S. Ry. construction west of Eganville. Eganville Enterprise.

**01/06/1894   Ottawa Citizen   Ottawa Electric   Ottawa Car**

A couple of long truck cars are being shipped by Messrs. Ahearn & Soper to Galt.

The Chief Wins - but has lively fight before he does.

Desperate resistance to arrest.

A woman turned pugilist and gives C.P.R. engineer a right-hander.

Chief McDermott had about the liveliest experience of his official career last week.

Early in May a fence was built across the A. & N.-W. track between the Fourth Chute and Eganville. The sectionmen removed it once; the train hands removed it a couple of times.

About two weeks ago, a steel or iron angle bar was placed across the track near the Chute.

Then the C.P.R. sent detective policeman Graves, of Ottawa, up to investigate.

The railway men were fairly sure who was the offender in the fence case: but it required two or three visits into the neighbourhood before Graves located the suspected angle bar offender.

On Wednesday night he appeared before Magistrate Eady and had warrants sworn out for the arrest of John Kruger, of Grattan, on the charge of obstructing the track with the fence on May 4th, and of Mary Jane Tracey (wife of Samuel Tracey), living near the Fourth Chute, for obstructing the track with the angle bar, and with driving cattle upon the track.

Policeman Graves then asked Chief McDermott to execute the warrants. The Chief had almost take a solemn vow after his trip to Lanark in the Carnegie case, that he would act in no more cases outside the town: but as Constable O'Gorman did not feel inclined, at his years, to take the warrants, and Mr. Faichney was busily engaged on the streets, the Chief finally agreed to go.

McDermott and Graves started on their errand on Friday morning. They went to Eganville on the morning train and had dinner there. Then doffing his uniform and donning a suit of brakeman's blue derry, the Chief and the Ottawa man took special train for Fourth Chute.

Their first visit was to Mrs. Tracey. Beyond the fact that at first it was somewhat difficult to make her understand that she would have to come at once with them, they had little difficulty in getting her to the car.

The train was run back towards Eganville and when near Kruger's place was stopped again on the track. Mrs. Tracey was left in charge of Mr. Graves; while the Chief and Expressman Morton, who knew Kruger, stated off to arrest him. When the house was entered and the warrant read to Kruger, he declared that he would not go. The Chief reasoned with him a little; and Kruger seemed to quieten down asking permission to get his horse from the field before he started. To this the Chief consented: and went to the field while the horse was caught and stabled. Then Kruger walked off very independently to the house and engaged in conversation (in German) with his wife. The Chief told him that they must go: and then Kruger asked permission to change his clothes. This also the Chief permitted: sitting down stairs while Kruger went up to the garret above. First his wife went up: then one married daughter: and then another married daughter climbed the stairway. Time went by. The Chief looked at his watch. He had been sitting there nearly half an hour. Just then the engineer of the trains tuck his head in the doorway. He had come to see what was the matter. It was time they were starting. So the Chief called up the stairway the instruction to hurry up. No answer. Again he called. This time an answer came. It was an order in no uncertain terms for the Chief and his companion to leave the house. The Chief's response was to start up the stairway. As his head and shoulders protruded above the trap door opening he found Kruger standing above him with an upraised stick, commanding him to go back. The Chief advised him to come peaceably, as he would have to. Kruger thereupon placed the stick against the wall. The Chief raised himself a step or two, and Kruger at once again seized a board about six feet long in both hands and made a savage strike at McDermott. There were several loose boards around and McD. grasped one with which to ward off the coming blow. As he moved the board, two of the women grabbed the upper end of it, but he managed to parry the blow considerably, and only received a light blow on the arm; but the board went right through the stairway and raised a great clatter among the pots and pans on the stove on which it fell. As the board went down, the Chief went up; but he found his way barred by the women. He pushed against them: and Kruger picked up another weapon and threw it at McDermott. He ducked and the weapon only took off his hat. Then McD. drew his baton, and called on the reserves below stairs. Morton was the first to come up cautiously: and while McDermott engaged the attention of the three women, Morton grabbed Kruger. Then a regular scuffle, pulling and mauling occurred. One of the women drew her fist and hit engineer Ed. Woods, a sounding crack on the neck. Finally, to get Kruger down the stairway, the Chief hit him a slight tap with his baton. They then managed to crowd him down, closely followed by the women. But the troubles of the law enforcers were not yet ended. The family dog came to the rescue: and introduced his teeth to Wood's pants. McDermott by this time had slipped the chain on Kruger's wrist, the latter exclaiming that he would sooner be killed than taken. And he kept up a desperate resistance, digging hands and feet into the earth, until, to make any headway at all, the Chief was again compelled to use his baton on Kruger's hands. Finally Kruger saw that he was conquered, and thoroughly exhausted, walked some distance to the train quietly. The two prisoners were then taken to Eganville and brought back by the evening train to Renfrew.

They appeared before Magistrate Eady on Saturday morning and were remanded until Monday, Mrs. Tracey being allowed her freedom on giving satisfactory bail for her appearance for trial.

The preliminary hearing of the cases took place in the Town Hall, Renfrew, on Monday, before Magistrate Eady. The court was crowded most of the day with witnesses and spectators, from among the neighbours of the accused, and interested villagers. Thomas Graves, C.P.R. policeman at Ottawa, was the complainant (for the railway company). Mr. W.R. White, C.P.R. Solicitor, was the prosecuting counsel. Mr. T.W. McGarry appeared for the defendants.

The case against Mrs. Tracey was first taken up. Conductor Wm. Anderson and baggageman Howard Morton testified to being warned by the fencing foreman on May 17th that he had that day removed some obstructions, and therefore to run their train slowly; and to finding the angle bar propped with stones lengthwise along one rail, and a 6 inch cedar post across the other rail, on a curve at a fill-in a short distance from the Chute and half a mile from the defendant's house. Morton was dropped off and went to her house. She said her husband was away on the drive, and that she and her children had not been on the track that day. One child was very sick with fever. John Tracey, father-in-law of the defendant, testified that on the evening of the 17th. When driving some cows along, the defendant was also driving her two cows home. He saw her on the track between four and five o'clock. Before this date he had heard her say that if the company did not fence the track, it would not be John Kruger they would have to deal with. She was angry at the time. Sometimes he and she had had disputes - Thomas Knight, 14 years old, testified that he had seen Mrs. Tracey about 25 yards from the track, about four or five o'clock, driving her cows. Agnes Knight, his 12 year old sister, testified to the same effect.

After statements by Thomas Graves about conversations he had had with the various witnesses, Mrs. Tracey made the following statement. "On the 17th of May, when Mr. John Tracey was driving the cows across the track into our corn, I met Mr. Tracey, and the two of us drove them around the fence, and came around to where I milked them, and then I came into the house. I took the horse out of my garden and tied him with two chains out in his own pasture. I then came in and skimmed my milk and fed my calves and pigs. I then went out and milked my cow and strained the milk. I then put the horse in the stable and prepared for bed. I had the sick child on my knee feeding her. That is all I have to say."

The magistrate did not consider there was sufficient evidence against Mrs. Tracey to warrant him committing her for trial: and she was at once placed at liberty. In the case against John Kruger, for placing a fence across the track on 4th May, James Macklem, section foreman, testified that on the 4th he found a fence across the track. Thought Kruger put it there. He was about at the time. Spoke to Kruger about it. Kruger said he was going to fence it if the Company did not put up their fences. The line fence of Kruger was in line with the fence across the railway track. There was no railway fence at that time. There is one there now. Prisoner told him the day before that if the Company did not fence the road within 24 hours he would block the track: that he wanted to protect his grain. John Wilson, sectionman, gave corroborative evidence. Kruger then made a statement admitting that he had placed the fence across the rails, to keep the cattle out of his grain. He said, "I lost \$150 damages last year. I notified the Company three times to have the fenced up to save my small farm and business. I have never done any obstruction since then." The Magistrate committed Kruger for trial on this charge.

On the charge against Kruger for obstructing the track on the 6th of May, James Macklem again gave evidence. About 9 or 10 o'clock on the night of the 6th, he found a log, eight or ten inches through on the track. His gang removed it. Did not see any person at that time. Saw Kruger a few days after. Two other men and Shanks, the roadmaster, were present. Shanks asked him if he was the person who built the fence across the road. He admitted that it was he who did so: said that he had lost his crop last year and wanted to save it this year. On this charge also, Kruger was committed for trial.

Mr. McGarry applied for bail. Mr. White was agreeable: but it was decided that the magistrate could not grant it. Mr. White said he would facilitate the granting of bail, if the application were made to the County Judge.

**01/06/1894 Renfrew Mercury Renfrew Goshen**

A petition has been in circulation here to have a flag station erected at the town line on the O.A. & P.S. Railway (Goshen).

**02/06/1894 Ottawa Free Press Canada Atlantic**

The work of reballasting the main line of the Canada Atlantic railway between Ottawa and Casselman is progressing rapidly and in a short time the whole road will be in a condition to stand several years' hard traffic.

**04/06/1894 Ottawa Citizen Ottawa Electric Ottawa Car**

The Street Railway Company had placed some new open cars on the streets. There are fifteen similar ones, it is said, being made by the Ottawa Car Company. The making of the cars outside the city is tantamount to the annulment of the company's contract. Workingmen are asking if there are any of their representatives in the city council beyond the glamour of the company in the present distressing conditions of the labor market to object to this company overriding its by law by getting cars outside the city? There are plenty of skilled mechanics in Montreal, workmen say, to build as many cars as the street railway needs. They also call the aldermen's attention to the fact that under the company's charter it is obliged to have the cars made here. Witness.

**04/06/1894 Ottawa Journal Renfrew Goshen**

It is possible that the O.,A. & P.S. railway will shortly erect a flag station at Goshen between Arnprior and Renfrew.

**08/06/1894 Renfrew Mercury Renfrew Golden Lake water**

The work of laying steel for the new Ottawa, Arnprior and Parry Sound Railway from Golden Lake station westward was commenced on Tuesday. Several miles will be finished at this stretch and rails will be laid as far as the ties are ready. One hundred and seventy-five cars are loaded with ballast every day at the Eganville pit for distribution along the far end of the road. The work is also progressing well from Parry Sound towards Ottawa, where the construction gang are now engaged on the fourth ten mile contract.

There were shipped from the Elgin street depot yesterday three carloads of material for the construction of a station house nineteen miles on this side of Parry Sound. There were also shipped today three carloads of material containing everything necessary for the building of a very large water tank on the far end of the Parry Sound road. The tank end station house were all purchased in this city. The tank, which will contain 60,00 gallons of water, will be put up by men who will go west for the work next week under the direction of Mr. George Tomlinson. Ottawa Free Press.

**08/06/1894 Renfrew Mercury Renfrew**

Laying of steel started from Golden Lake to the west. One hundred and seventy-five ballast cars are loaded every day. Work from Parry Sound to the east is going well, and now they are on the 4th ten-mile contract. George Richardson is the OA & PS contractor beyond Eganville.

**08/06/1894 Ottawa Journal Renfrew**

In addition to the train leaving at 9.45 a.m. tomorrow morning for the Dominion SS picnic at Carp, arrangements have been made for a special to leave at 2 p.m. also. The 9.45 train will stop at Richmond Road crossing.

**08/06/1894 Renfrew Mercury Renfrew Caldwell**

Renfrew County News. A flag station has been established at the crossing of the O.A. & P.S. Ry. at the Scotch Bush road, and a siding will also be placed there.

**08/06/1894 Renfrew Mercury Pontiac & Pacific Junction**

"Another carload of Italian navvies is sent from Ottawa to work on the Pontiac and Pacific Junction Railway.

**11/06/1894 Ottawa Citizen Ottawa Electric**

A magnificent group photograph of the conductors, motormen and officials of the Electric Railway Company is to be seen in one of Ahearn & Soper's windows.

**15/06/1894 Renfrew Mercury Renfrew Caldwell**

On Monday, last week, at the gravel pit at Caldwell's Corners a wreck took place on the O.A. & P.S. Ry. As a train of twenty loaded ballast cars were going east, 8 or 10 of the flatcars passed over the switch safe, one truck took the siding and the others kept the main line and the car became crosswise in the centre of the line. Several of the cars became so badly broken up that they were set on fire and burned. The wreck trains arrived on Tuesday and cleared the track.

The gravel pit on the O.A. & P.S. Ry. near Eganville has been abandoned, it becoming almost a solid bed of stone after sinking a few feet. The steam shovel, men and boarding cars were removed on Thursday to Caldwell's Corners, where the company have procured a good gravel pit which lies partly on the farm of Mr. M. Egan and partly upon that of Mr. W. McLeod. This removal will seriously affect the boarding houses at the station here, one boarding house losing 40 boarders and the other one 30. The total number of men employed in connection with the work at the pit is 115. Eganville Enterprise.

**15/06/1894 Renfrew Mercury Carp, Almonte and Lanark**

Only five ballots were cast at Almonte last week against the by law to take \$40,000 stock in the Carp, Almonte and Lanark railway.

**15/06/1894 Perth Courier Lanark County Electric**

ELECTRIC ROAD - A deputation from Carleton Place and Lanark came to town yesterday regarding assistance to the proposed electric railway between Perth and Lanark.

**16/06/1894 Ottawa Journal Ottawa Electric**

Article "The Electric Railway". See copy.

**19/06/1894 Ottawa Journal Carleton Place**

New rails have been placed on the CPR between the city and Bell's Corners.

**20/06/1894 Ottawa Journal Chaudiere Chaudiere**

Did it ever occur to you that the C.A. Railway employees excursion to Clarke's Island on June 21st. is the best of the season? Train leaves Chaudiere station at 7 a.m., Elgin Street 7.15 a.m. Everybody goes.

**21/06/1894 Ottawa Free Press Ottawa Electric Ottawa Car**

A fine vestibuled car for the Galt and Preston Street Railway company went up Sparks street this morning and attracted considerable attention. It was a beauty and finished in excellent style.

**22/06/1894 Ottawa Citizen Canada Atlantic**

The annual picnic of the C.A.R. employees at Clarke's Island yesterday proved the usual success in every way. --

The picnic was attended by fully two thousand people, some 1,200 being from the city. They left the C.A.R. station at 7.20 a.m. in twenty fine cars provided by the efficient managing company. More.

A fatal accident.

Yesterday morning or Wednesday night Mr McDonald and his brother-in-law Mr. John Erwin, both of this place, left Alexandria to walk to Glen Robertson on the railway track. About midnight or a little before, Mr. McDonald feeling tired wanted to sit down and rest, but his companion did not want to so he kept on for a while longer, until they were about 2 miles from the Glen when Mr. McDonald's would not go any further and sat down on the track, but Erwin kept on for a little way further when he too sat down, not on the track as the former but on the bank, he went to sleep and on the wakening at about four o'clock in the morning, started back to find McDonald, supposing he had fallen asleep also, but when he arrived at the spot where he had left him sitting the reader can imagine his horror when he beheld his brother-in-law's mangled body lying on the track cut into three pieces. Erwin started with all haste for Glenn Robertson and notified Senator McMillan, who is the corner of that place, and other officials, who returned immediately to the scene of the accident. The remains were picked up and brought back to the Glen in a packing case, where an inquest was held on the body at five o'clock in the afternoon. They returned a verdict of accidental death as there was no evidence which pointed to the contrary.

By all appearance there must have been two trains that ran over McDonald as they (sic) sat down about midnight and, and from the time they went to sleep until Erwin awoke, 12:20 train number 15 and the 3.20 passed by, but from the opinion of the jury it was the first train that did all the damage as a suction of the wheels will pull him from one side of the car to the other and would certainly cause instantaneous death. The remains were brought to "The Hill" last night on the regular evening train and was taken to his home on High Street.

The funeral will take place today at 2 p.m. .

He leaves a wife and four children to mourn his loss.

**25/06/1894** *Ottawa Free Press* *Tramway* *J.R. Booth*

Shortly before noon today a rather serious accident happened in Mr. J.R. Booth's lower piling yard at the Chaudiere. A teamster was driving a heavy load of wet lumber across one of the tramways which run among the lumber piles when the supporting beams gave way, precipitating the waggon, horses and driver to the ground, twenty feet below.--

**26/06/1894** *Ottawa Journal* *Renfrew*

The steel of the O.A. & P.S. is now laid to Killaloe, about fifteen miles beyond Eganville, and the work of construction advanced well advanced over that distance.

The O.A. & P.S. Ry. has been surveyed by the government engineer for ten miles west of Eganville to enable the company to draw the bonus for that distance.

**27/06/1894** *Ottawa Free Press* *Ottawa Electric*

Accident to car No. 16.

**28/06/1894** *The Equity, Shawville* *Renfrew*

The steel of the O.A. & P.S. is now laid as far as Killaloe, about fifteen miles beyond Eganville, and the work of construction well advanced over that district.

**28/06/1894** *Ottawa Journal* *Chaudiere* *Chaudiere*

The boys who have been in the habit of throwing stones at passenger trains on the C.A.R. between the Chaudiere and Elgin Street station, are to be prosecuted. The police know their names.

**29/06/1894** *Brockville Recorder* *Westport* *Brockville*

An excursion over the B. & W. Friday morning under the direction of the Elgin Sabbath school brought in about 250 people, arriving by the regular express on schedule time. The excursionists were carried over the extension track to the new C.P.R. slip, where they boarded the steamer Haggart for Union Park. They returned home at 3.50 this afternoon after having spent a most enjoyable outing.

**30/06/1894** *Ottawa Free Press* *Renfrew*

The company has purchased another steam shovel of the Marion build, which will probably start work in a few days at the far end of the line. The shovel has just arrived in the Ottawa yards and is to match the same style as the one purchased last year.

Another gravel pit has been purchased just above Eganville and from it will be taken the ballast for that portion of the line. The new station building at Golden lake has just been completed and a similar structure is in the course of erection at the next station, Killaloe.

**03/07/1894** *Ottawa Journal* *Renfrew* *Eganville*

The pretty little town of Eganville was taken possession of yesterday by nearly 5,00 Ottawans who took in the excursion to that place conducted by St. Patrick's literary (or library) association. -- The excursion from Ottawa was run over the O.A. & P.S.

**04/07/1894** *Ottawa Journal* *Maniwaki*

The Gatineau Valley railroad train officials are looking spruce in new navy blue uniforms of a very trim and natty appearance.

**05/07/1894** *Ottawa Journal* *Renfrew* *Killaloe*

In the course of a few weeks passenger trains on the O.A. & P.S. Ry. will be running to Killaloe, a point twenty miles beyond Eganville the present terminus of the line.

Pontiac and Ottawa

Separate Railway Entrance to the Capital Wanted

Pontiac county's railway question received an airing in the House last evening. Mr. Bryson brought the matter up and made a strong appeal for better treatment of his constituency. He showed that Pontiac county had by a small majority voted a \$100,000 bonus to the Pontiac and Pacific Junction railway but the road had not been completed and five western townships were compelled to yearly pay large contributions to this subsidy without receiving the smallest benefit in return.

TOUGH ON ALLUMETTE ISLAND AND AYLMEER

He instanced Allumette Island, 12 miles away from the nearest point on the P. & P.J. which, this year, had to pay over \$1,100 towards the subsidy.

His constituents, to get to Ottawa, had two roads to deal with, the P. & P.J. to Aylmer and the C.P.R. from Aylmer to Ottawa. He was satisfied, and had proof, on ordinary freight as much was charged for transport over the C.P.R. from Ottawa to Aylmer, seven miles, as over all the rest of the road, 61 miles.

AN ENTRANCE INTO OTTAWA WANTED

Something should be done to give the P. & P.J. an entrance into Ottawa. Judging from the newspaper reports he feared no aid was to be extended the proposed interprovincial bridge at Ottawa, and declared it an exceeding hardship on Pontiac that it should be barred out of a continuous line to the Ottawa market.

Nearly every other similar railway had received much larger bonuses than the P. & P.J. and he asked that sufficient aid be given to enable the company to complete its line both westward and to Ottawa.

If the P. & P.J. did not show any disposition to go on with the extension the subsidies should be transferred to other companies which would go on with the work.

The Dominion government ought to relieve Pontiac county, of the \$100,000 bonus it had voted the railway, just as it had relieved Pembroke of an \$85,000 subsidy because the terminus of the railway, to which it was voted on the condition that Pembroke was to be the terminus, had been changed.

MR. HAGGART'S PROMISE

Mr. Hagart said the only way the government could exceed aid was by increasing the bonus for the unfinished portion of the road and he promised to lay the county's claims before his colleagues. He considered it would be extremely bad policy to relieve Pontiac of the subsidy it had voted. It would be creating a bad precedent.

Also reported in the Ottawa Free Press same date.

06/07/1894 *Renfrew Mercury**Renfrew**Killaloe*

The Killaloe station grounds have been laid out and masons are at work on the foundation of the station.

06/07/1894 *Eastern Ontario Review**Lachute**Masson*

A stick of Timber on the rails

The CPR train from Montreal yesterday evening had a narrow escape from being wrecked just outside of Buckingham. Mr WC Barnhardt of Montreal was a passenger by the train and brought the news to town last night. He states that when running at 40 miles an hour and passing a culvert, the engine was suddenly jerked into the air and the passengers in the coaches got a terrible shock. The engine got over the obstruction and was at once stopped. In making an investigation it was found that a very large stick of timber some 12 feet long had been put down through the culvert and wedged in between the ties. The heavy weight of the engine was sufficient to break the ties against which the stick of timber leaned and let down the engine. Had it not been for this breakup of the tie the whole train would have been derailed and the consequences must have been disastrous. There must have been more than one man on the work as it took five men to lift away the stick of timber. No one was hurt and the delay was a brief one.

The trainman and passengers saw no one loafing around and do not know whom to suspect of the dastardly deed.

07/07/1894 *Ottawa Free Press**Ottawa Electric*

The Electric Railway company has erected incandescent lamps along the length of their line from New Edinburgh to Rockcliffe. Light being placed on every trolley wire pole.

07/07/1894 *Ottawa Journal**Renfrew**Elgin Street*

The large coal shed that is being erected at the C.A.R. depot is on a fair way to completion. The shed is about five hundred feet in length and of considerable width and will cost some thousands of dollars before completion.

07/07/1894 *Quebec Saturday Budget**Lachute**Buckingham*

A report reaches here from Buckingham that two tramps had been arrested for attempting to derail a C.P.R. train. Their manner of proceeding to accomplish their ends was most fiendish and deliberate. The attempt was made on the western C.P.R. train Wednesday. It was going west from Montreal and when a few miles this side of Buckingham a large stick of lumber was seen placed in the culvert. Had the culvert not given away the train certainly would have been wrecked. As it was the locomotive was raised in the air and it is miraculous how it and the other cars were not derailed.

08/07/1894 *Renfrew Mercury**Renfrew*

Plenty of whiskey peddlers on the OA & PS, and doing a good business too. There are 1,100 men working on the project now.

11/07/1894 *Ottawa Journal**Ottawa Electric*

The Electric Railway Co. are putting in a switch at the boat landing at the Queen's wharf, so that cars waiting on excursions will not interfere with traffic on the main line.

11/07/1894 *Ottawa Free Press**Ottawa Electric*

The Street Railway company yesterday began the construction of a siding at the Queens wharf for the cars awaiting the arrival of boats.

12/07/1894 *The Equity, Shawville**Pontiac & Pacific Junction*

Pontiac Railway Matters - laid before parliament in an admirable speech by Mr. John Bryson, M.P.

12/07/1894 *Ottawa Free Press**Renfrew*

Work on the Ottawa and Parry Sound line has been completed as far as Killaloe, 92 miles from this city. Here bridges will delay the work a little but grading westward of this point is being pushed along.

13/07/1894 *Perth Courier**Lanark County Electric*

THE ELECTRIC RAILWAY SCHEME - A meeting of the Perth Board of Trade held in the town council chamber on Tuesday evening, Wm. Meighen, president, in the chair. The object of the meeting was to consider the scheme of Mr. Fowler of Carleton Place, and company, to build an electric railway between Perth and Lanark. After some discussion the feeling of the majority of the Board appeared favorable to granting the bonus asked, but on condition that the tolls on the road between this and Lanark be done away with, and a resolution was passed to that effect.

**13/07/1894 Brockville Recorder Westport**

Annual meeting of B.W. & S.S.M. shareholders.  
Directors - sets out in full  
James G. Leiper, Philadelphia, president.  
Col. W.H. Cole, Brockville, vice-president.  
Samuel Hunt, Cincinnati, general manager.  
James Mooney, Brockville, treasurer, superintendent and G.F.A.  
E.A. Geiger, Brockville, secretary, G.P.A. and traffic auditor.  
Account of annual directors' picnic.

**18/07/1894 Ottawa Journal Canada Atlantic**

Mr. A.W. Fleck states that the report that Mr. Booth would build the Parry Sound Railway car shops on Sherwood street is incorrect. Mr. Booth has made no decision yet as to the place where they will be erected or the time of their erection.

**19/07/1894 Ottawa Journal Montreal and Ottawa**

When the re-vote for the Montreal and Ottawa railway went through, Mr. Haggart said he believed the construction of the road was to be prosecuted with a good deal of vigour next year.

**19/07/1894 Ottawa Journal Pontiac & Pacific Junction**

Must Come to Ottawa.

Another step towards bringing the P. & P.J. Railway.

The subsidy to the Pontiac & Pacific Junction railway for a line from Aylmer to Hull was so changed in the House yesterday that in the event of the company either constructing a new line or acquiring the present one from the C.P.R. the company will have earned the bonus. The ultimate object is to promote the independent entrance of the road into Ottawa, which the management consider a matter of the greatest importance to the welfare of the road and the district. When Mr. Haggart proposed the change Mr. McMullen jumped up at once to protest against it. He declared it was a new principle to subsidize a road and then subsidize another road to purchase it.

OPPOSED BY LAURIER

Mr. Laurier censured the proposal, claiming, like Mr. McMullen, that the present line had been subsidized by the Dominion government and it was ridiculous to subsidize another to purchase it.

Mr. Bryson pointed out that a part of the road constructed from Quebec by the province of Quebec did not receive any Dominion subsidy. The line to Aylmer had never received a cent's assistance.

Mr. Mills said the passage of this matter would be just like making one railway a big present to help it buy another.

SPEAKER WHITE EXPLAINS

Speaker White favored the incorporation of the proposed change. The Federal government had agreed to bonus the P. & P.J. from Hull to Pembroke and it made no difference whether the money was used for construction or purchase.

Mr. Charlton, who has been over the P. & P.J. line, mentioned the difficulties suffered by the people of that section on account of the road terminating at Aylmer. He sympathized with the people in their desire to get an outlet to Ottawa and expressed the opinion that it was proper a bonus should be given to duplicate the line from Aylmer to Hull.

SHOULD HELP NEPEAN BRIDGE

Mr. Devlin said the object of the P. & P.J. was more to get to Ottawa than to reach Hull and that even though the line was extended from Aylmer to Hull the company would still be as much at the mercy of the C.P.R. as it was now. If the government was anxious to take the P. & P.J. out of the grip of the C.P.R. it should extend aid to the Nepean bridge.

It should not be forgotten that the company did not seem to be able to go on unaided with the work. Those who had claims against the company should be protected as well as the company itself.

EMPLOYEES UNPAID FOR FIVE MONTHS.

If his information was correct not one of the employes had received one dollar for five months. He said it was the desire of the people along the route that the P. & P.J. should acquire the C.P.R. line from Aylmer.

The resolution was eventually carried as proposed, extending the subsidy for purchase as well as for construction.

**20/07/1894 Brockville Recorder Brockville Brockville**

On Monday afternoon a gang of masons under the direction of Foreman Ross, of Ottawa, arrived here and proceeded to do some necessary work on the interior of the C.P.R. tunnel. The masonry of the arch has been gradually giving out of late years and repairs were considered imperative. The men are now working at the rock cut end.

**20/07/1894 Renfrew Mercury Renfrew**

The Parry Sound Colonization railroad received a grant for \$64,000 for twenty miles.

A special excursion rate - Renfrew to Portland, return - \$9.95. Moncton - \$12.05.

E. C. Whitney from Minneapolis, and E. N. Briggs from Saginaw were up to oversee the erection of a large lumber mill.

**20/07/1894 Eastern Ontario Review Vankleek Vankleek Hill**

The station is getting to be quite a lovers walk in the evening. The boys and their sweethearts take a quiet stroll down and back the past few nights particularly to enjoy the bright moonlight;

**20/07/1894 Eastern Ontario Review Alexandria Vars**

Vars, July 13. - A fatal accident occurred on the C.A.R./ near this place last night. An old man who was walking on the track was struck by the Montreal express and instantly killed. He was unknown here, but papers found on his body show his name to be John ?ton.

**20/07/1894 Renfrew Mercury Renfrew**

Wanted

To work on the OA & PS Ry.. at Wilno.

100 Good Men and 30 Good Teams.

Also, Station Men, to work by the yard.

Wages \$1.25 and \$3.00.\*

Apply on the works to

O'BRIEN & McDONALD.

**20/07/1894 Ottawa Free Press Ottawa Electric**

Accident with car No. 48.



Pontiac's claim to using the CPR bridge

Mr. Bryson now after independent running powers.

Mr. Bryson, in the House this morning, notified the government that at an early date next session he would introduce the question of running powers being granted to the P.P.J. over the C.P.R. bridge from Hull to Ottawa .. More.

Over 2000 men at work

Yesterday, Chief Engineer Mountain and some of his assistants came down from the scene of active operations between Eganville and Killaloe, and report all going on lively.

Mr. C.D. Chitty, who is hiring men and sending them forward as they can be grouped together was also a passenger down by the afternoon train, having been up to the works with a lot of English navvies whom he secured in Montreal through the emigrant agent there, and they are said to be a desirable lot of men.

#### A PROMISING ROADWAY

In conversation with a member of the Journal staff, Mr. Chitty gave some items of information that may be interesting at this time when such decided efforts are being made to push on to completion a railway enterprise fraught with great advantages, it is confidently believed to the Capital and the whole Ottawa country. There are now 35 miles under contract above Killaloe, to which point the iron horse now travels regularly, all of which it is proposed to finish this fall. That being accomplished there will then remain 70 miles to finish the road to the Soo, thus tapping the western trade at an important point for the interests of the country generally. The scheme will be completed next season.

#### THE CONTRACTORS

The following are the different contractors for the seven sections into which the levelling and grading, and making the road ready for the rails, is now going on: No. 1 - R.N. Slater; 2 - J. O'Brien; 3 - W. Heald; 4 - O'Neil and Ferguson; 5 - E. Fauquier; 6 - W. Heald; 7 - Burford, all being sub-contractors under Mr. Fauquier.

Following the grading the company have gangs laying rails and putting the finishing touches on the roadbed, and thus the supplies of all kind are being pushed forward, and keeping with the advance party as the clearing of the right of way goes on. and such is the energy exhibited at present that night gangs are employed on some sections where it is necessary to connect.

#### KILLALOO EN FETE

Thursday was pay day, and Killaloe, the depot from which the shekels were issued; and as can readily be imagined, there was a high old time. It so happens that the musical (sic) Killaloe is not a city nor a town where architectural beauty is considered, but is composed of a few "shanties" of the original backwoods type, at nearly all of which firewater is retailed, an extra effort being made by the different licensees - for the county of Renfrew collects the revenue - to pass around the fluid freely on the day the men receive their pay. And accordingly yesterday there was fun and frolic, with a knock-down not infrequently a la Donneybrook in honor of the occasion.

#### THE NATIONS CHIEFLY REPRESENTED

There is more or less grog drinking on all public works, and where the gangs are composed of Swedes, Finlanders, Poles, Italians, Frenchmen and Irishmen, added to which the last gangs were of the Cockney type, it can readily be imagined that occasionally there is rough times.

The trouble in the management of such an agglomeration, even motley as it is, would be much minimized were there no selling of liquor. But revenue is sought after, and as the licensees appear before the commissioners armed with the necessary petitions and forms the licenses are granted directly without regard to the interests of the men or the employer.

Mr. Chittly again left for Montreal last evening for the hiring of men for it is proposed to put all available help on the work so that the 35 mile division now in hand may be completed early in December.

#### WHY NOT OTTAWA MEN?

The question why Ottawa men were not hired was replied to by the statement that many have already gone up from here, but of late the demand for work has been so lessened that it is scarcely worth while looking after the applicants. There are not many idle men in Ottawa and only a few are willing to become railway navvies. The average shantyman disdains the shovel and the spade.

The work of construction on the Parry Sound line has reached to within 2½ miles of the famous Haggarty's pass. Work is carried on, in some cases, by night and day gangs. The rails are laid as far as Killaloe, the trains crossing the bridge at that point yesterday.

The new stream shovel for work on the Ottawa, Arnprior and Parry Sound was taken up to Arnprior in the regular morning train and commenced work at once in a new gravel pit which the road has recently purchased at a point west of Arnprior.

Article entitled "Along the St. L. & O." Mainly concerns history of the towns.--

Leaving Ottawa the first station on the railway is Chaudiere junction, the next Gloucester, the third Manotic-- Osgoode station. This wanders into a senseless diatribe concerning the subsidies to the C.P.R., Suez canal etc.

Mr. W.Y. Soper yesterday handed over the new electric railway at Galt to the company for which it was constructed by Athern & Soper.

The following reduced railway fares have been secured for the excursion by P. & P. J. Railway to the Ottawa Experimental Farm on Tuesday July 31st. Return Fort Coulonge \$1.90

Vinton \$1.75

C. Bay \$1.70

Clarke's \$1.60

Shawville \$1.45

McKees \$1.40

Bristol \$1.30

Wyman's \$1.25

Quyong \$1.20

Mohrs \$1.10

Parker's \$1.05

Eardly \$1.00

Breckenridge \$0.75

The above will include lunch at the Experimental Farm. The excursionists will be addressed by Prof. Robertson, dairy commissioner, and the officers in charge of the several branches of the institution.

The O.A. & P.S. Ry. are running two gravel trains between here and Arnprior and will have the grading on this section completed in a few days.

**27/07/1894 Ottawa Free Press Renfrew Elgin Street**

A long train of steel rails for the Ottawa, Arnprior and Parry Sound Railway arrived at the Elgin street depot last evening, and was immediately taken up to the far end of Mr. Booth's new road. A large force of men have been laying steel for a couple of months, but the supply ran out last week, and as a result the work had to be closed down for a few days.

**28/07/1894 Ottawa Journal Maniwaki**

There being a report that the conductor of the Ottawa & Gatineau evening express was likely to be transferred to the Pontiac & Pacific route, a petition to the company has been largely signed by residents along the Gatineau route and by summer visitors asking that Heath, who is a very obliging and popular official, be retained in his present duties.

**31/07/1894 Ottawa Free Press Renfrew Elgin Street locomotive**

One of the C.A.R. locomotives is in the repairing shops at the Elgin street depot today as a result of an accident which occurred on Saturday last. It is said that the C.A.R. mogul ran against one of the Central Vermont engines in the yard at Rouses Point, and had the front of her boiler pretty well bruised.

**31/07/1894 Ottawa Journal Maniwaki**

A number of the friends of Mr. J.H. Davis, conductor on the Gatineau Valley railway presented him with an address and a handsome gold ring on Saturday. The presentation was for the purpose of showing the esteem in which he is held by his friends, the occasion being his marriage to Miss. Bell of Aylmer.

**01/08/1894 Canada Lumberman Tramway**

Article on Cableways for Logging.

Comments on Gilmour's cableway for bringing logs from their Nipissing limits to Trenton.

**01/08/1894 Canada Lumberman Chalk River**

An Ottawa paper states that considerable square timber from the upper Ottawa is being brought down from Arnprior and Pembroke by the Canadian Pacific railway this year to escape the expense which is involved in running the government slides ?? And other parts of the river. The timber is as a rule taken direct to Quebec where it is ready for shipment to the English market.

**01/08/1894 Ottawa Free Press Ottawa City Passenger**

The full provisions of the agreement of the two Electric railway companies took place today, this being the legal date of the amalgamation.

**01/08/1894 Ottawa Free Press Renfrew**

Mr. Donaldson, superintendent of the Ottawa, Arnprior and Parry Sound Railway has returned from a trip to the far end of the Parry Sound road where construction is being pushed in an easterly (sic) direction. Five hundred and sixty men are hard at work, and steel is being laid steadily. There are something like 600 men working on the Parry Sound construction above Eganville. Steel is being laid above Killaloe. The location of the next station has not been fully decided upon yet. The contractors preparing the roadbed through the woods have now more than a thousand navvies employed and more are being taken on every week. The reported strike among these navvies seem to have been incorrect, for with the exception of a very few Frenchmen from Hull, these navvies are all steady at work.

**01/08/1894 Eganville Leader Renfrew**

Rumours of diphtheria outbreaks in the area "and no wonder, says the local doctor " some very small houses are accommodating twelve to eighteen men. When one gets up, another tumbles into his warm bed. Some men have died of diphtheria."

Exact day in August 1894 not recorded.

**02/08/1894 Ottawa Free Press Renfrew Barrys Bay**

On Tuesday last a sad accident occurred at the works of the O.A. & P.S. railway in the vicinity of Barry's Bay. A charge of dynamite exploded, instantly killing three men and injuring several others. --

**03/08/1894 Perth Courier Lanark County Electric**

1894-08-03

THE ELECTRIC RAILWAY - A public meeting called by the mayor was held on Wednesday evening to discuss the advisability of granting a bonus to an electric railway from Perth to Lanark. There was a good attendance, but everyone seemingly went there for information on the subject, while very few had given the matter sufficient consideration for decisive action. Mr. Fowler was there in the interest of the company, and laid the scheme before the meeting. Two routes were proposed - one along the toll-road, and the other between lots 5 and 6, Drummond, by Steacy's, or what is known as the swamp road. The latter route was looked upon with decided disfavor, while the former, providing it embraced the abolition of the toll-gates, was more open for discussion. Several spoke of giving \$5,000 bonus to the electric road along the toll-road; others thought if the toll-gates were bought up and the road made a free one, we would receive all the benefits of the trade north of us; while others were of the opinion that the electric road would be a positive injury to the town. The matter was pretty fully discussed, and has set the ratepayers thinking. It was thought better to leave the matter in that shape for the present. Another meeting will be called very soon, when the scheme will be thoroughly considered by everybody, and action will be taken to test the feeling of the people before a by-law is submitted. One thing certain - unless the toll-road is made free as part of the scheme, a bonus to the electric railway will be snowed under by the freehold vote of the town.

**04/08/1894 Ottawa Free Press Lanark County Electric**

A public meeting called by the mayor was held on Wednesday evening at Perth to discuss the advisability of granting a bonus to an electric railway from Perth to Lanark. Two routes were proposed - one along the toll-road, and the other between lots 5 and 6 Drummond, by Steacy's or what is known as the swamp road. The latter route was looked upon with decided disfavor, while the former provided it embraced the abolition of the toll gates, was more open for discussion. Several spoke in favor of giving \$5,000 bonus to the electric road along the toll road. The matter was pretty fully discussed, and has set the ratepayers thinking. It was thought better to leave the matter in that shape for the present. Another meeting will be called very soon.

**07/08/1894 Ottawa Journal Pontiac & Pacific Junction**

About eighty of the men employed on the construction of the P&P Ry have been discharged, the work having been completed. About forty have been retained.

**08/08/1894 Ottawa Journal Pontiac & Pacific Junction**

The government inspection of the P. & P.J. Ry from Fort Coulonge to Black River will take place on Thursday of this week.

**08/08/1894 Ottawa Journal Belleville Perth**

The CPR car shops at Perth are almost shut down now, only 12 men being at work on half time.

**10/08/1894 Renfrew Mercury Renfrew**

"THE FATAL DYNAMITE EXPLOSION. The Ottawa Evening Journal of Friday last, published the following account of the dynamite explosion, mentioned in last week's MERCURY. It will be seen that it varies from the report received here as to the number of men killed and injured: The particulars of the dynamite explosion of the O.A. & P.S. Ry.. construction at Barry's Bay, which resulted in the loss of three lives as mentioned in yesterday's Journal are now at hand.

Mr. G. A. Mountain, chief engineer of the O.A. & P.S. railway returned to the city last evening from a trip to the vicinity where the accident occurred. In conversation with a Journal reporter last evening he stated that the three men who met their death were 'loading a hole' with dynamite, had placed three cartridges in position and were about to place a fourth when the explosion occurred, from what cause will never be explained. The three men were blown many feet high in the air and one of them named Geo. Marsten from Carlow was killed outright. Another named William Kellar of Palmer Rapids, lived for an hour and the other, an unknown Englishman died four hours afterwards. The bodies were horribly mangled. During the night coffins were made in which the remains were placed. Kellar's remains were taken to his home at Palmer Rapids, the other remains were buried in the vicinity.

The accident occurred in a part of a rock cut at the western outlet of the Hagarty Pass. Between fifteen and twenty men were working within a few yards of where the explosion occurred.

"The "George Marsten, of Carlow," was the only son of Mr. Marsten, who, many years since kept the Basin Depot house, at Barnet & Mackay's depot at the Basin. Mr. Marsten subsequently kept other stopping places between Renfrew and the Basin and kept a store in lower centre town. George was then a growing boy of about a dozen years of age, and gave promise of turning out a young man of good character and disposition. His father, after leaving Renfrew, took charge of Mr. McGuire's lumbering farm near Mattawa, and still resides there. Mr. and Mrs. Marsten came down by the CPR from Mattawa, and took the O.A. & P.S. train to attend the funeral of their unfortunate and lamented son.

**10/08/1894 Brockville Recorder Renfrew Killaloe**

A row occurred on the O.A. & P.S. at Killaloe on Saturday, says the Pembroke Standard, that will be remembered for some time to come by at least one party. Archie Stewart, a navvie working on the line, went into Mr. Grand's (sic) store and started to tear things up generally. He fired around crockery and had broken several articles when Grant ventured to protest. A fight ensues and Stewart bit Grant's ear clean off. The latter carries it around to show friends and vows that when he meets Stewart the latter will have something to remember the meeting by.

**10/08/1894 Renfrew Mercury Belleville Perth**

There are now about 75 men employed in the Car shops at Perth.

**10/08/1894 Ottawa Journal Renfrew**

The rails of the O.A. & P.S. Ry.. are laid to three miles beyond Killaloe.

**10/08/1894 Renfrew Mercury Pontiac & Pacific Junction**

The ballasting of the P. & P. J. R. has been completed to Black River, a point seventy miles from Ottawa. As this is as far as the line will be built at present the men employed on the work will be discharged for a few days. The Government inspection of the line will take place shortly. It is expected passenger traffic will be opened to Black River by the middle of the month.

**14/08/1894 Ottawa Journal Renfrew**

Four car loads of horses and one hundred men passed up the O.A. & P.S. Ry. this morning for the St. Anthony Lumber Co.'s limits beyond Barry's Bay. It was this company that bought the old Perley limits in this locality and this is the first season that the company will work them. It is evident that the company intend making a big cut this winter since they have begun operations in the bush so early.

The company are erecting a sawmill about sixty miles beyond Killaloe where their logs will be cut and the lumber shipped over the O.A. & P.S. Ry. and C.A.R. to the States.

**16/08/1894 The Equity, Shawville Pontiac & Pacific Junction**

About noon on Friday last week a special train having on board Messrs. Thomas Ridout, C.E., Dominion Government inspector of Railways and his assistant; J.T. Prince superintendent of the road; and others went over the line for the purpose of inspecting that portion of the road between Fort Coulonge and Black River, which was built about eight years ago, but never opened for traffic. This section was allowed to take care of itself until the present season, when the work of reconstruction and repairing was taken up, and prosecuted to completion. This section will be immediately opened for traffic, and no doubt will be found of great convenience to the people of Chapeau and vicinity. For present requirements a small station has been built at Black River, which will be in charge of Mr. J. Ward, who, for some time, has been agent at Coulonge. It is expected that the opening of the new section will be the means of adding about 20% to the traffic of the road.

The special returned same evening, accomplishing the distance between Fort Coulonge and Aylmer - 60 miles - in one hour and a half. At this flying rate, the engineer would have some difficulty, we imagine, in taking stock of the ties he was passing over. His report on this particular will be interesting.

**17/08/1894 Renfrew Mercury Renfrew**

The Enterprise, in its report of the late fatal dynamite explosion at Barry's Bay, says that the foreman, Raymond Dunning, was within six feet of the charge when it exploded, and was blown by the concussion of the air, fully 150 feet up the side of a hill, but fortunately fell on a brush heap, and in a few minutes was able to get up. Marsten was found about thirty feet from the point of explosion, resting on his knees and face. He was still breathing, but unconscious, and died in twenty-five minutes. One arm and one leg were broken; the upper part of his face filled with gravel, and his breast injured with stones. Wm. Deep had his clothes completely torn off; and one leg and one hand had been blown off. He was delirious, sometimes calling on his mother. He died in about three hours. He was from England and had been in Canada about a couple of years, and the day before his death had been saying he would go to see his mother next year. Louis Kellar's body was fearfully mangled and disembowelled. He was from Palmer Rapids, and leaves a wife and four children. He and his brother intended to start for home the next day. The remains of young Marsten were taken by his sister, and brother-in-law, Wm. George, who reside at Barry's Bay, to Eganville, and interred in Melville cemetery: Rev. Mr. Rattray officiating at the funeral. Mr. M. J. O'Brien informs us that the foreman was not blown so far, as above-mentioned; but only about 20 feet.

**17/08/1894 Renfrew Mercury Renfrew**

Heald, the contractor has moved his men from Killaloe to his upper contract at Long Lake. The rails are now three miles past Killaloe. Contractor O'Brien will be finished soon. All the rock cuts are completed.

ELECTRIC RAILWAY MEETING - A good number of ratepayers attended a public meeting in the Council Chamber on Tuesday, called by the Mayor. to discuss the question of an electric railway to Lanark Village, Mr. Duncan Kippen, mayor, in the chair. Messrs. Fowler, of Carleton Place, and Riley, of Plattsburg, N.Y., U.S. Consul General for Ottawa, promoters of the road, were present as well, and the latter, being invited, entered into some explanations of the scheme, and of the probable benefits not only to the two terminal points, but also to the farmers along it, who would be afforded a cheap and quick mode of transit to the market towns. Though not wishing to be down to any particular route, Mr. Riley thought the company would seek to make arrangements to run the line from Perth to Balderson along the present macadamized road between the telegraph poles and the fence. This would not interfere with the wagon road, while the fears that horses would be frightened by the trolley cars were groundless. They were not in other places, as there was no puffing or smoke from an electric car, and but little noise. He thought Perth needed something to give it a start again, just like Plattsburg did ten years ago before it went into certain expenditures and public enterprises to keep it moving. The fare between Perth and Lanark would be very low, sufficiently so as not only to encourage but create travel and traffic. There was some speaking from local people, some on behalf of the macadamized road company, others of the town wholly, and some for ward interests. In the end the following resolution was put and carried by a large majority: - Moved by Mr. F. A. Hall, seconded by Mr. John McCann, "That in the opinion of this meeting It is advisable to submit a By Law to the ratepayers of Perth to raise the sum of \$5,000 as a bonus to the Lanark County Electric Railway Company, such bonus to be paid when the road is completed, and cars running thereon from Perth to Lanark. Rates of fares and the details to be agreed upon between the Railway Company and the Town Council, one of such conditions to be that the tolls on the road between Perth and Balderson be abolished and the public travelled road made free of tolls."

18/08/1894 *Ottawa Free Press**Hull Electric*

The new company which Mr. Viau has for some months past been organizing to operate a system of electric railway and lighting in Hull, is now looking after a charter from the provincial government of Quebec. This action has converted nearly all of the ratepayers of the transpindine city to the opinion that Mr. Viau's company will shortly be a reality. Those who were opposed to the granting of certain privileges to the local company are now rejoicing that Hull capital will have a say in the running of the new railway. It is said that Mr. J.M. McDougall, Q.C., of Hull, is at present in Quebec trying to secure a charter for the new road.

18/08/1894 *Ottawa Free Press**Renfrew*

Government inspection of the latest section of the Ottawa, Arnprior and Parry Sound Railway from Golden Lake to Killaloe was performed yesterday, Mr. Thomas Ridout, C.E., acting for the Dominion government and Mr. McCallum C.E., for the provincial. There were on board the special train Mr. John R. Booth, Mr. Mountain, chief engineer, and Mr. Morley Donaldson. The latest part of the new road is getting pretty well beyond the bounds of settlement. The country is for the most part hilly and wooded, and will no doubt be used for grazing in a few years. It was ten o'clock last night when the party returned to Ottawa. Trains will be run as far as Killaloe in a short space of time, the station house and yard at that place being about ready for occupation. The next section will bring the line into the famous Haggarty Pass on which men have been engaged blasting a rock cutting since early spring.

19/08/1894 *Ottawa Free Press**Pontiac & Pacific Junction*

Considerable progress has been made during the last three or four months on the extension of the Pontiac and Pacific Junction railroad westward from Fort Coulonge. The line now reaches from Aylmer to Black River, exactly opposite Pembroke. The problem of a bridge across the Allumette island and thence to Pembroke on the Ottawa shore is now being worked out in the minds of the directors. Waltham station has been established at the mouth of the Black River where the line now ends and an intermediate shipping place is being erected opposite the Upper Ottawa Improvement Company's Chenial booms. This will be Mellon's station. The government inspection of the new system is being made today by Mr. Thomas Ridout, C.E., Mr. W. Dale Harris and J.T. Prince, superintendent.

20/08/1894 *Ottawa Journal**Renfrew**Elgin Street*

Passengers who come in at the C.A.R. station complain at the way they are "mobbed" by the cabmen. One gentleman a few nights ago nearly had his satchel torn out of his hand by a driver who wanted to carry him.

21/08/1894 *Ottawa Journal**Carleton Place*

The CPR are laying new rails on their line between here and Smiths Falls. Over one hundred men are at work.

22/08/1894 *Ottawa Journal**Pontiac & Pacific Junction**Black River*

On Monday next the extension of the Pontiac & Pacific Junction railway from Fort Coulonge to Black River will be opened. The distance is 12 miles.

23/08/1894 *The Equity, Shawville**Renfrew*

Referring to the progress which is being made in constructing the Ottawa, Arnprior and Parry Sound Railway, the Eganville Star says:- Mr. Heald, contractor, has finished his contract at Killaloe and has moved his men and teams to his upper job at Long Lake. O'Brien will have his job completed by the end of the month. All his rock cuts are about completed.

24/08/1894 *Ottawa Journal**Renfrew**Barrys Bay*

A contractor with a number of men will start next week to build a railway station at Barry's Bay on the Parry Sound railway. The track is constructed as far as the bay and passenger and freight trains will soon be running to that point.

24/08/1894 *Renfrew Mercury**Renfrew**Wilno*

The directors have received an application from near Wilno, on the line of the O.A. & P.S.R., for the establishment of a skimming station there. An answer has been returned that the application will be favourably entertained, if a sufficient number of cows to supply enough cream can be obtained. About this there can be little doubt.

24/08/1894 *Renfrew Mercury**Portage du Fort and Bristol Branch*

An effort is on foot to amalgamate the Bristol and Portage du Fort Railway Company with the Pontiac and Kingston R.R. Company. On Wednesday last, Rev. Father Brunet and Mr. G.H. Brabazon, representing the former, were here to confer with Dr. A. Lyon, president of the latter, with reference to this matter, which is a move in the right direction. Its union is strength, and certainly a much greater probability of success. - Equity.

Rockland Branch is being rushed.

The building of the line of the Central Counties railway from Rockland to Casselman is booming.

Six miles of the line are already graded and soon the laying of the iron from the South Indian terminus - from which point operations are being conducted - will be commenced and the construction train will be gradually pushing onward towards the Rockland lumber piles.

When the Atlantic was first projected Mr. W.R. Hibbard was the initiating power, and when more recently the Central Counties branch from Hawkesbury to Glen Robertson was added the same practical hand had much to do with the enterprise. And again, Mr. Hibbard is to the front with Mr. F. Shanley C.E. as engineer and it is seldom that a work of this kind is pushed more vigorously, and with less ostentation than the new branch which is now being added to the Ottawa Valley system of railway. The road will run in an almost straight line from South Indian to Rockland, touching at the Stewart quarries - the best workable limestone formation in this country - and will be distant from the Hawkesbury and Glen Robertson branch, running parallel therewith, by about 20 miles.

#### THE PROSPECTS FOR BUSINESS

The country through which the road will run is level and the land good, and what is very important to local traffic is the fact that in addition to the prospects of a considerable trade in carrying farm products, there are immense forests of timber suitable for building purposes, railway ties and firewood sufficient to last for several years on each side of the railway line for its entire length.

On first of January the road is expected to be completed when it will be handed over, after government inspection, to the Canada Atlantic company, who have agreed to operate the line and thus another feeder will be added to this well managed concern which gives Ottawa most acceptable connection with Montreal and the Eastern States.

Only two small bridges will be necessary to build, that over Bearbrook Creek being the one of any considerable account, and no engineering difficulties whatever have to be overcome, the country being very level throughout.

#### A SINGLE BONUS

Rockland is the only municipality granting a bonus up to the present time, \$6,000 being the sum voted, conditional upon completion within the year. Clarence, it was hoped, would feel bound in duty to aid the road, for the greater part of the road traverses the township, but so far nothing has been voted, although it is said the municipality may yet make up to what is being done for Clarence.

#### LUMBER AND LIMESTONE READY FOR THE CARS

As will be readily understood the chief trade for the new railway will be Rockland's lumber piles; but for one or more seasons another solid article of transport will doubtless be Mr. Archibald Stewart's limestone, already dressed for building the Soulanges canal and piled up at present in stacks sufficient apparently for the construction of the whole Ottawa locks. The quarries are about a mile from Rockland on the very line of the railway and about 100 men are engaged in quarrying and dressing the stone, making the industry a most valuable one for Rockland for the last two years. Skilled labor is chiefly employed and thus the wages paid is quite a boon to the locality.

#### A RISING VILLAGE

It is less than 25 years since the seat of the present extensive lumber industry, and the prosperous village which crowns the heights a short distance off, was a scene of some scattered farm buildings. Now Rockland has about 1,800 inhabitants, a couple of hotels, several stores, a bakery and all the et ceteras of modern comfort. The post office returns are perhaps the best indication of business, and the kind of people who dwell above but lean largely upon the prosperity of the lumber industry at this point, and the figures point to Rockland being comparatively high up in the proportions of her daily mail bag. The new venerable postmaster is John Tyler, long known as a leading J.P. and municipal man in Clarence, and recently the candidate of the conservative party in opposition to Mr. Robillard. The chief of the whole prosperity is, of course, Mr. W.C. Edwards, the managing partner of the Rockland Lumber company, whose respected father was connected for half a century previous to his death with all that was prosperous in that part of the country.

#### NO SAWDUST THERE

25/08/1894 *Ottawa Free Press**Carleton Place**Britannia*

The C.P.R. officials have installed an operator at Britannia, George Pit, and intend ballasting thoroughly between Ottawa and Carleton Junction.

27/08/1894 *New York Times**Canada Atlantic*

Ottawa, Ontario, Aug. 26. Fire this afternoon burned 300 lumber piles, a long string of freight cars on the Canada Atlantic Railway, and late tonight, the fire was still not under control.

27/08/1894 *Ottawa Journal**Renfrew**Booths Piling grounds*

Big fire in Booth Piling grounds at Rochesterville. (this was north of the OAPS and west of Preston on the CAR curve to the Chaudiere and close to the CPR). More includes plan.

28/08/1894 *Ottawa Free Press**Ottawa Electric**Ottawa Car*

Another very fine car was shipped to the Hamilton, Grimsby and Beauville (sic) Electric railway.

31/08/1894 *Brockville Recorder**Kingston, Portsmouth and Cataraq*

Two Kingston young ladies have applied for positions as conductors on the electric railway of that city.

A man named Spooner was killed by an electric street railway car at Kingston Wednesday. This was the first fatal accident from the trolley in Kingston.

31/08/1894 *Ottawa Journal**Renfrew*

The O.A. & P.S. Railway company are building an office and freight shed at the diamond crossing on the K.& P. Railway about a mile above Renfrew.

An enterprising Combermere merchant has purchased a two decked steamer, 40 feet long, which will be conveyed over the O.A. & P.S. railway to Barry's Bay in September.

01/09/1894 *Canada Lumberman**Whitney and Opeongo**St. Anthony Lumber*

Four car loads of horses and one hundred men recently passed up the O.A. & P.S. Railway for the St. Anthony Lumber Company's limits, beyond Barry's Bay.

This company have purchased the old Perley limits in that locality, and this will be the first season's operations. The company are erecting a sawmill sixty miles beyond Killaloe, where their logs will be cut, and the timber shipped over the O. A. & P. S. railway and the C.A.R. to the United States.

03/09/1894 *Eastern Ontario Review**Tramway**Hawkesbury*

While working in the lumber yard at Hawkesbury last Saturday Mr. Laurent Harbick aged seventy-five was instantly killed. He was laying a track for the cars to run on when another man came up with a car loaded with heavy timbers. Mr. Harbick bent down to arrange some of the rails when the load of timbers accidentally fell off, three of them striking him on the head killing him instantly. When the timbers were removed the body turned over but the head was crushed into a jetty.

04/09/1894 *Ottawa Journal**Ottawa Electric*

Bad collision between cars 10 and 43.

On Monday night baggageman Franklin attempted to eject from the mixed train when a short distance south of Smiths Falls, three tramps who were beating their way from Ottawa to Brockville. They resisted and a scuffle ensued.

Franklin defended himself with his lantern which was finally smashed to atoms. He succeeded in putting them off, however, and gave the signal for the train to proceed. The tramps at once pulled revolvers and opened fire on him, but owing to the darkness did not get good aim and he escaped uninjured.

A number of bullets were afterwards found embedded in the car. Word of the affair was at once sent to Smiths Falls and a party was organized to go in search of the tramps, but no trace of them could be found.

06/09/1894 *Shawville Archives* *Pontiac and Ottawa*

At Chapeau on Monday last, the provincial (s/b provisional?) directors of the Pontiac and Pacific Junction Railway Black River Railway - the line for which a charter was obtained at the last parliament, and for which Mr. Bryson succeeded in obtaining a subsidy of \$73,000 - held a meeting at which steps were taken to proceed with the construction of the road. These were to ask the several municipalities through which the road will run for right of way and to memorialize the Provincial Government for additional assistance towards the building of the enterprise. In this, the cooperation of the County Council will be asked for at its next session.

06/09/1894 *Ottawa Journal* *Canada Atlantic* *Rideau River*

The C.A.R. bridge near Hurdman's bridge has just been painted a vigorous red.

07/09/1894 *Renfrew Mercury* *OtherTramway* *Mattawa*

Lake Temiscaminque.

The traffic for some years past has been taken from the Mattawa up the Ottawa by a line of small steamers, which tow large scows from one rapid to the next. There is a railway track on each of these scows, on which they place cars loaded with freight: these cars are then run on to tramways, which are built past all the rapids, drawn by horses, and run on to the scows again on the next run. There are four changes of boat to get to the Long Sault, about thirty miles. Here there is a narrow gauge railway, run by steam power, for six miles to the head of the rapids, where it connects with the Temiscaminque boats. There is a branch line of eight miles to the head of Gordon Creek, where it connects with the boats on the Kippawa Lake. The C.P.R. is now engaged in making a railway to this point, which branches from the main line, and crosses the Ottawa at the Mattawa, and keeps right along the water side all the way to the Long Sault. It is a tremendous undertaking, owing to the rugged nature of the country: it is nearly all the way a bold rocky shore, with mountains running up two or three hundred feet high, and in some places nearly perpendicular from the water. Between two and three thousand men are at work on it now, in small gangs, all along about thirty miles: chiselling a track in the side of those mountains, mostly in the solid rock. The bridge over the Ottawa is not built yet; but they have floated an engine and some cars over, and are busy laying track on a piece that is graded, and are pushing it in good style. They intend having it in running order to the Sault this fall.

07/09/1894 *Renfrew Mercury* *Renfrew*

Last week we paid a visit to the quarry on Mr. Oliver Menard's land about five miles west of Eganville, on the O.A. & P.S. Ry. We were shown over the work by Mr. Wilson, the genial foreman, who showed us every attention and explained the different ways of quarrying stone. Mr. Wilson informs us that it is one of the best quarries of its kind he has ever seen, and showed us one block of stone 3 feet 6 inches high, the highest he has ever got out. The work has been going on since the beginning of May, and for the small gang of men kept employed they have got out and dressed a large quantity of stone, over 400 cords. Mr. Wilson, with his partners, have the contract of building all the bridges on the O.A. & P.S. Ry., six in number, four of which will be built this fall and for which enough stone has already been got out. On Friday the men will stop work for about a month and then return and get out the material for the other two bridges which will be built next summer. None of the stone has been shipped out as yet, but will be next month. - Enterprise.

11/09/1894 *Ottawa Free Press* *Westport* *Brockville*

The Brockville, Westport and Sault Ste. Marie railway train was seized this morning by the deputy sheriff on his arrival at 11 o'clock. The execution is to satisfy a claim of Cooper, Fairman & Co. of Montreal, for steel used in the construction of the road.

11/09/1894 *Ottawa Free Press* *Ottawa Electric* *Ottawa Car*

Six new cars built for the St. Johns, N.B., street railway by the Ottawa Car company were run over the line yesterday.

13/09/1894 *The Equity, Shawville* *Pontiac & Pacific Junction*

Chief Engineer, W.D. Harris was here last week inspecting some repairs that were made to some culverts along the line.

18/09/1894 *Athens Reporter* *Westport*

The B and W Railway train was seized on Monday morning to satisfy a claim by Cooper Fairman & Co. of Montreal for steel used in the construction of the railroad, which was never paid for. Supt. Mooney and Conductor Flegg still hold their same positions and it is not thought the seizure will affect passengers or service.

19/09/1894 *Ottawa Journal* *Maniwaki*

The day train on the O. & G.V. Ry. will be taken off on the first of October.

21/09/1894 *Ottawa Free Press* *Ottawa Electric* *Ottawa Car*

The Ottawa Car company ran a very finely finished car over the rails today. It will go to the St. John's electric railway.

21/09/1894 *Renfrew Mercury* *Renfrew*

The contract of Mr. M.J. O'Brien, on the O.A. & P.S. Ry. line will, it is expected, be completed by the end of this week. This will enable the rails to be laid to some distance beyond Barry's Bay. The work west of this on the Fauquier contract, on which there is a number of subcontractors, is being pushed rapidly forward to completion.

21/09/1894 *Perth Courier* *Lanark County Electric*

(two items)

THE ELECTRIC RAILWAY - The Drummond Council have consented to allow the proposed electric railway between Lanark and Perth, the use for right of way of the allowance for road between lots 5 and 6 through the township.

THE ELECTRIC RAILWAY - Mr. Fowler, of Carleton Place, was in town between trains on Wednesday to find out what the people were going to do about the electric railway to Lanark. Public opinion, however, had not travelled very fast on the question, but put a by law before the people and there would soon be an awakening and a full ventilation of the subject. It must be confessed there is nothing in the resolution passed by the Board of Trade recommending that the road between here and Balderson be made free of tolls. The grant is too small to ensure both the and free roads. If there is anything to us in the railway, the question will have to be dealt with differently.

21/09/1894 *Renfrew Mercury* *Eganville* *Eganville*

It is said that it is the intention of the C.P.Ry. Co. to send surveyors this fall to survey a line west of Eganville to French River, and thence to Spanish River, there to connect with the Soo branch of their line. The survey, it is said, will follow the Harris line up the Bonnechere.

**21/09/1894 Brockville Recorder Westport Athens**

The B. & W. on Thursday evening was forced to make a second trip between Athens and Forthton to accommodate the large number of excursionists who went by train to the fair.

**21/09/1894 Brockville Recorder Prescott Kemptville**

In connection with the attempt to wreck a C.P.R. train near Kemptville recently by placing ties on the track, the Advance says, "C.P.R. constable Ross yesterday lodged in the lock up here Wm. Prosser, a resident of the township of South Gower, who is about 55 or 60 years of age, who is suspected of having committed the depredation, Naturally it was a great surprise to all, as little or nothing was ever heard against the man. He is a man of poor circumstances, not looked upon as being very shrewd or sharp, and for many years, it is said, he has acted as grave digger of South Gower cemetery. He was being tried before Magistrate Sellick last night as we went to press. Sufficient evidence was offered against the man to warrant Magistrate Sellick committing him for trial. He was brought out here last night and lodged in jail."

**21/09/1894 Renfrew Mercury Westport**

The Brockville, Westport & Sault Ste. Marie railway train was seized on Monday morning by the deputy sheriff on its arrival at Brockville at eleven o'clock. The execution was to satisfy a claim of Cooper, Fairman & Co., of Montreal, for steel used in the construction of the road.

**24/09/1894 Ottawa Journal Carleton Place Britannia**

One cow killed a score - see drawing also.

There was a wholesale butchery of cattle on the C.P.R. track at Britannia at an early hour this morning through the derailing of a stock train from the Northwest. The train was composed of about twenty-five cars which were filled with more than three hundred head of cattle bound for the English stock market.

As the train was passing through Britannia at twelve minutes past three this morning the engineer noted a cow lying on the crossing only a few yards west of the station. He whistled several times but the animal refused to move, and as the train was travelling at the rate of fifteen miles an hour, it could not be controlled in time to avert striking the animal.

**STRUCK THE ANIMAL**

When the engine struck the cow, instead of being knocked off the track, the animal got under the cow catcher. It was dragged along under the engine for about one hundred yards rolled up in a ball. Then the cow got before the trucks of the first car of the train and soon the front trucks of this car were wrenched off, and the car and seventeen others that followed filled with their living freight were thrown into the ditch.

**AN APPALLING SCENE**

The scene which followed is described by an eye witness as appalling.

The groans of the dying cattle could be heard fully a mile away. So pitiful were their moans that they caused one to shudder. Many of the cattle were killed outright, their bodies being horribly mutilated. Others were pinned beneath the timbers of the wrecked train in dreadful suffering.

The train hands and those in charge of the cattle had nothing else to do than to cut the throats of these animals.

Other cattle that were injured beyond hope of recovery were killed on the spot that their flesh might be bought by the city butchers and thus the owner of them recover something that he would not have done had they been left to die.

More

City butchers informed.

Wrecking trains arrive. Track cleared shortly after one o'clock this afternoon.

255 head of cattle belonging to Mr. Gordon Ironside, Calgary and three carloads of forty-three belonging to Mr. J. McMullen of Prince Albert. McMullen's shipment was on the rear of the train and was not affected. Of the Ironside shipment, twenty-two were killed, four butchered and three disabled.

More crew details - locomotive No. 282 was rerailed with jacks.

Also covered in Ottawa Free Press same date.

**24/09/1894 Ottawa Journal Pontiac & Pacific Junction Aylmer**

There was serious trouble in the yards of the Pontiac and Pacific Junction railway at Aylmer on Friday last.

The men it seems, for some reason or other, according to their own statements, have been out of their pay for the past six months.

In order to bring the matter before the company and force a settlement, employees of the road on Friday took two loaded freight cars, ran them on a siding and then spiked the switch so that the cars could not be taken out.

This summary action, peculiar though it may be, had the desired affect of bringing the alleged grievance to the attention of the company. Mr. Prince and some of the directors got the men together and talked matters over, but they refused to go to work without a settlement.

The company held an investigation into the whole matter and as a result Section Fireman (sic) St. Jean was dismissed on account of the switch spiking, he being held responsible, and at the same time it was arranged to give the men five months of the six months pay due and agreed to have the balance forthcoming in forty days. The men then returned to work.

**27/09/1894 The Equity, Shawville Pontiac & Pacific Junction**

The pay car of the P. & P. J. came up the line on Thursday, and gladdened the hearts of the section men, who have been existing on expectancy for the past 6 or 7 months.

**28/09/1894 Renfrew Mercury Pontiac & Pacific Junction**

Quite an excitement prevailed along the line of the Pontiac railway when the train came up the line in Tuesday night without any freight, in consequence of the employees having refused to do any more work until they were paid for several months' arrears wages. The matter was satisfactorily settled on Wednesday by the coming of paymaster Brennan with the needful. The train on Thursday night was a long one, and freight will now be handled as of old.

**28/09/1894 Eastern Ontario Review Montreal and Ottawa**

Ottawa and Montreal Railway.

Mr. Evanturel had an interview with CPR officials on Wednesday on the necessity of commencing work immediately on the Ottawa and Montreal Railway to secure the provincial appropriation. The CPR authorities still contend for delay, urging as a reason the depression in trade and the decrease of receipts &c. M. Evanturel has fought manfully the battle of the central counties in holding the CPR to the terms of the appropriation. The matter stands over for 10 days, when Mr. Evanturel will receive the final decision of the CPR and on which he will basis recommendation to the provincial government.

**28/09/1894 Ottawa Journal Maniwaki**

The construction work on the Ottawa and Gatineau Valley railway above Pickanock has been extended to Greenwood, two miles above the present terminus of the line.

**01/10/1894 Ottawa Journal Renfrew Barrys Bay**

O.A.&P.S. timetable advertisement. Train service open between Eganville, Golden Lake, Killaloe and Barry's Bay. A similar advertisement with altered train times is dated 8 October 1894.

**02/10/1894 Ottawa Free Press Hull Electric**

Hull city council contracts with Viau for an electric railway. More.

**04/10/1894    The Equity, Shawville    Pontiac & Pacific Junction**

Mr. G.W. Pangborn, foreman of the car shops at Aylmer, his son, Edward, driver, and several other employees of the road have been discharged in connection with the recent strike for back wages on Pontiac P.J. Railway. By this course the Company has simply demonstrated its indisputable title to being the smallest souled institution "on wheels" for if ever under the sun a strike was justifiable, that on the P. & P. J. bore that distinction. It was practically a case of desperation on the men's part - they were forced to act as they did, or (some of them at least) see their families in want. The company, on the "eye for an eye, and tooth for a tooth" principle, took its revenge by discharging the eladers in the movement. Such an exhibition of meanness is rarely witnessed.

**05/10/1894    Brockville Recorder    Westport    Athens**

A rumor was current among the high school students on Thursday that the B. & W. train was seized and sold at Brockville. It caused quite a panic to those attending from the surrounding country, so much so that several wrote home to their parents to be sure and drive in on Friday for them, while it is said that one hastened to the telegraph office and had a despatch sent. But all fears were dispelled when the familiar rumble and whistle were heard as usual that evening.

**05/10/1894    Ottawa Free Press    Hull Electric**

The banquet given last evening in Hull by Mr. T. Viau, contractor for the new electric railway which is to connect Hull with Ironsides, Aylmer and Gatineau Point, was a perfect success and one of the most elaborate spreads seen in the Transpondine City for years. All the local celebrities were in hand including His Worship Mayor Aubry, and aldermen of Hull, county mayors and several gentlemen from Aylmer, Gatineau Point and Ironsides. Mr. Charles R. Devlin, M.P. for Ottawa County was on hand and delivered a rousing speech on the advantages accruing to Aylmer through the building of a line of electric railway along the Aylmer road. Mr. N. Tetreau M.P.P., was another speaker. He complimented Mr. Viau upon his enterprise. Several other gentlemen delivered short addresses and the gathering dispersed soon after midnight.

**05/10/1894    Brockville Recorder    Prescott    Kemptville**

The case against Chas. Prosser, of Kemptville, charged with placing obstructions on the C.P.R. track near that place, details of which have already been given in the Recorder, was called before Mr. Justice McDonald at 11 o'clock Saturday forenoon. After hearing the evidence which pointed strongly to the fact that the prisoner was lead into making a confession of the deed, this confession was thrown out and Prosser acquitted. --

**06/10/1894    Eastern Ontario Review    Montreal and Ottawa**

In view of the late interview of Mr. Evanturel with the CPR authorities, and the evident intention not to begin building operations this year; it is now for the United Counties to be after themselves and take some definite action towards securing the provincial appropriation, and having the road built by some other company. The people of these counties have been played and trifled with far too long. Let them now assert themselves and demand a yes or nay from the CPR. This continual suspense as to whether they will build or not should be ended. And the company if they do not intend to build the road, should be honest and straightforward and say so. The people of the United Counties have lost faith in the mere lip honor of the company; and therefore if they mean to build the railway in the near future, let them bond themselves to the counters and the Provincial Government to begin operations at a set time to be agreed upon by all parties immediately concerned. Failing in this let the Counties proceed to secure other parties to build the road. They have decided that the road is a necessity and ought to be built. The government's have recognized the same amade appropriations accordingly. The people of the United Counties owe it to themselves not to be thwarted by the CPR Co; but ask for the appropriation and secure a responsible contractor to proceed with the road. Such a contractor it is understood is prepared to go on with the construction of the road. If it is not in the interests of the CPR Co. to build the road, then let them stand aside and clear the way for some other company to build it. The United Counties want the road. Government Ontario has recognized their claim to aid, and no mere game of bluff should deter the people from giving utterances to their claims and demands.

**06/10/1894    Ottawa Journal    Canada Atlantic    Alexandria**

The Canada Atlantic purposes erecting a new station at Alexandria. It will be about eighty feet long and work will be begun upon it at once.

**08/10/1894    Ottawa Free Press    Hull Electric**

Details of Hull Electric railway scheme, application for charter etc.

**08/10/1894    Ottawa Free Press    Buckingham    Buckingham**

Buckingham is shortly to have a system of electric cars. The matter has been talked of for some time past and a charter has been applied for from the Quebec government.

**09/10/1894    Ottawa Free Press    Renfrew**

Yesterday a number of the C.A.R. officials and several Ottawa citizens of prominence took a run over the Parry Sound railway as far as Barry's Bay. His Worship Mayor Cox was among the number, and this morning spoke in great praise of the way in which the line has been built. He declares it to be as fine a piece of railroad as he has seen, nothing having been slighted in the least. At the far end of the line there is an inexhaustible supply of gravel of excellent quality which provides splendid ballasting material, and the country must open up rapidly as a result of the line, it being all of good quality. He was delighted with the beauties of Golden lake and speaks of it as the ideal of a sportsmen's hunting ground.

**10/10/1894    Ottawa Journal    Aylmer branch    Aylmer**

The Aylmer branch may change hands soon.

A dicker for its purchase by the P.&P.J. Now going on.

The Aylmer branch of the Canadian Pacific railway may soon have new owners.

The Pontiac and Pacific Junction railway is dicker for it. Rumour said yesterday that a deal had been reached.

The Journal, to get at the facts of the matter, wired to Montreal to Mr. H.J. Beemer who is the president and probably the largest owner of the P&PJ Railway.

Mr. Beemer, today replied "Nothing definite has yet been arrived at."

This reply, while not confirming the rumour of a sale confirms the idea of a deal being under way.

WOULD NOT BE SURPRISED

Mr. J.T. Prince, general superintendent of the P. & P.J. Ry. here, seen about the matter, said that he would not be surprised to hear that the line had been purchased by his company but he had no information on the matter.

At the last session of parliament a grant of \$3,200 a mile which has been held by the company for the construction of a line from Ottawa to Aylmer was changed, so that the money might be applied to the purchase of the C.P.R. line. There is, besides this, a subsidy due from the Quebec government for the purchase of the C.P.R. Aylmer line.

The P. & P.J., which comes as far as Aylmer, have for some years desired an entrance of their own into Ottawa. When the Interprovincial Bridge scheme was first meted it was stated the P. & P.J. would use the C.P.R. line to Hull from which they would build a spur round to the bridge opposite Nepean Point. It appears now definite steps are being undertaken.

**12/10/1894    Eastern Ontario Review    Montreal and Ottawa    Vankleek Hill**

From a communication in another column it appears that our hopes of a railway this fall are doomed to disappointment. Neither the C.P.R. nor the C.A.R. seem inclined o take hold of it just now, whatever the reason. The fact remains, though, that we want a road that will give us direct communication East and West. We want a competing road and we are bound to have it sooner or later,  
Full article on page 2.



*12/10/1894 Ottawa Free Press Maniwaki Venosta*

A new saw mill has been started at Venosta, on the line of the Gatineau Valley railway, by Mr. John Holmes, and twelve men were set to work on Monday last.

*12/10/1894 Perth Courier Lanark County Electric*

ELECTRIC RAILWAY TALK - Mr. Riley, U.S. consul, Ottawa, and Mr. Fowler, U.S. consul, Carleton Place, arrived in town, and met the Board of Trade in the Council Chamber in reference to the electric railway to Lanark. The visitors did not seem to think \$5,000 enough for Perth to contribute, but they found the feeling of the Board adverse to granting any more. Mr. Riley thought Perth should give \$10,000 but they would consider a bonus of \$5,000, without conditions imposed connected with the abolition of tolls. They offered to pay the expenses of submitting a by-law to the ratepayers, providing the by-law were carried and they should afterwards back out of the arrangement, so that the town would incur no expense if the road did not go on. Nothing has been done since. We think something definite should be settled on at once.

*12/10/1894 Renfrew Mercury Renfrew Renfrew Junction*

The K. & P.R. took its first passengers from the O.A. & P.S. new station at the diamond junction, about two miles from?, on Friday morning last.

*12/10/1894 Ottawa Journal Aylmer branch Aylmer*

Letter from a citizen of Aylmer who wants nothing to do with the PPJ owning the Aylmer branch because the PPJ held back the wages of its employees and fired the ringleaders when the employees took action.

*12/10/1894 Ottawa Journal Renfrew*

The rails on the O.A. & P.S. Ry. have now reached Carson's Lake five miles from Barrys Bay. The work along the whole line to Long Lake is being pushed vigorously and long stretches are ready for the ties and rails.

A new steamboat for the Madawaska which is to run from Barrys Bay on the O.A. & P.S. Ry. to Combermere has been launched and will at once commence to carry passengers and freight.

*12/10/1894 Renfrew Mercury Renfrew Renfrew*

Cornerstone of the creamery was laid 24 September.

The engine and boiler came in from Vermont on Tuesday. The railway siding was so far completed that the car containing the machinery was run right up alongside the creamery.

The opening ceremonies are recorded in August 2, 1895 edition.

*12/10/1894 Brockville Recorder Prescott Prescott*

A carload of Kangaroo skins crossed the river from Prescott last Friday.

*16/10/1894 Ottawa Free Press Eganville*

Toronto. At the Chancery Divisional court yesterday, the second round of the long fought contest between the Ottawa, Arnprior and Parry Sound Railway company and the Atlantic and Northwest Railway company, resulted in a victory for the latter with costs. The former will, however, shortly enter a further appeal to restore the new dissolved injunction, which, until now, has prevented the latter company from laying their line in a certain way in Carleton county.

*17/10/1894 Ottawa Journal Hull Electric*

Aylmer to Ottawa by electric railway - proposal to Hull city council.

*19/10/1894 Ottawa Free Press Renfrew*

Parry Sound car shops located - on Concession street. More.

*19/10/1894 Brockville Recorder Renfrew*

The rails on the O.A. & P.S. have now reached Carson's Lake, five miles from Barry's Bay. The work along the whole line to Long Lake is being pushed vigorously.

*19/10/1894 Renfrew Mercury Renfrew*

The rails on the O.A. & P.S. Ry. have now reached Carson's Lake, five miles from Barry's Bay. The work along the whole line to Long Lake is being pushed vigorously and long stretches are ready for the ties and rails.

*24/10/1894 Ottawa Free Press Renfrew*

Work commences on the car shops. More.

*26/10/1894 Ottawa Journal Hull Electric*

Aylmer council will go slow on electric railway scheme. Need to see what C.P.R and O.E.R. will do.

*27/10/1894 Ottawa Journal Belleville Central Ontario Junction*

THIRTEEN CARS WRECKED AND FIRED  
A BIG SMASH UP OF C. P. R. FREIGHTS LAST NIGHT.

The description of a witness who has arrived in Ottawa - The Ottawa Express Delayed.

There was a big smash up on the C. P. R. at Central Ontario Junction near Perth last night. Mr. R. M. Moncur of the Hamilton Coffee and Spice Co., who arrived in the city to-day, furnished the JOURNAL with particulars of the accident.

A long freight train, he says, was coming east when an axle of one of the cars broke and fourteen cars were derailed. The accident occurred about eleven o'clock last night. The car was loaded with flour, bran, and oatmeal, and as soon as they were derailed caught on fire. Mr. Moncur described the burning of the car as a wild scene.

Most of the cars were destroyed with their contents. No one was hurt although some of the train hands had a narrow escape

DETAINED BY THE WRECK

The express from Toronto due here early this morning was following the train that was wrecked and had to remain at the wreck for six hours until the arrival of the express from the east when the passengers were transferred from one train to the other, the eastbound train returning to Toronto with the eastern passenger and the train from the east returning with the passengers from the west.

The Toronto train did not arrive here until noon. The C. P. R. gave the passengers their breakfast at Smith's Falls free and the train officials were very kind.

## DANGEROUS PLAY.

## BOYS UN-BRAKE CARS ON THE C. A. R. AND CAUSE A RUNAWAY.

And now the Police are After Them - A Serious Accident Might Have Occurred

Informations are to be sworn out immediately charging several Ottawa East boys with a very serious offence.

The charge will be that they set loose, a number of freight cars on a down grade on the Canada Atlantic railway in Ottawa East and thereby might have caused a smash-up.

The cars were set loose Wednesday evening. There are several tracks in the portion of the C. A. R. yard in Ottawa East and quite a number of the boys of the village have been in the habit of playing on and around them.

On Wednesday night some of the boys loosened the brakes of several of the cars on the side track. There is a heavy grade on this part of the line and the cars sped away Montreal direction. They broke through a safety appliance designed to prevent them getting on to the main track, and tore down the line. A couple of them, it is said, jumped the track further down.

Fortunately some yard hands discovered the occurrence, and steps were taken to prevent any accidents. It is said the special on which the president of the Central Vermont Ry. and party came to Ottawa arrived shortly after the occurrence and had to be taken around by a side track. The Canada Atlantic authorities placed the matter in the hands of Detective Flanagan, who is about to serve paper in the case.

29/10/1894 *Ottawa Free Press**Renfrew*

In the annals of the Parry Sound railway Saturday night's accident will be chronicled as the first that has occurred on that line. From information given it appears that a freight and a construction train were backing into the Ottawa yards together near Preston street. The steam having been shut off in the engine of the construction train, the drawbar uniting both became dislodged at one end, and falling, caught in one of the ties. The freight engine continued in motion and as a consequence a merchandise car to which the bar was attached, was raised and canted to one side. The other train, moving up, caught the misplaced car and threw it, as well as three other cattle cars, to the side of the road. In the latter were some 300 head of sheep. As soon as the doors were opened these scampered out, some of them falling into a pool of water, where they drowned. Eighteen in all were wounded or killed. All Saturday night and part of yesterday the hoisting engine was at work replacing the wrecked cars and last night the road was clear of all obstruction. The total loss will not reach more than \$600 and officials consider the company very lucky in view of the nature of the accident.

29/10/1894 *Ottawa Journal**Renfrew**Le Breton, Ottawa*

## FREIGHTS CRASHED IN.

## A SMASH ON THE O., A. P. &amp; S NEAR LE BRETON STREET.

Eighteen Sheep Killed- Six Hundred Were on the Train - The Accident Occurred Saturday Night

There was a rather big smash-up Saturday night on the Parry Sound road at Le Breton street. Five box cars, and seven flat cars came to grief. Eighteen sheep were killed and considerable other damage was done.

The accident occurred at 10 minutes past ten Saturday night. A way freight from up the line was the victim. The train consisted of 44 cars, 24 being flat cars and 20 box cars. Two engine were attached, one in front and one behind. The box car were attached to the front engine. No. 4, and the flat cars followed.

Just how the accident happened is unknown. It is supposed, however, that the train broke apart when coming down the heavy grade at Preston st. crossing and that the hind part than smashed into the front part. At all events the train came together with a tremendous crash.

Five of the box car were thrown off the track and very badly damaged. Heavy oak "stringers" were snapped and heavy iron bars twisted into all shapes. All the cars were jammed together more or less and a number of them were wrenched from their trucks. The "jam" extended from near Division street, passed Rochester and Division to Le Breton.

## SIX HUNDERD SHEEP ABOARD

Among the box car destroyed were three loaded with sheep. In all 600 animals were aboard, but only 18 were killed. As soon as the accident happened the train hands broke into the sheep cars and liberated the sheep. They went wild through the country. All were recovered but 15. It may be said that a number of the dead sheep were sold at prices ranging from 40 cent to a dollar apiece. No one was injured.

Immediately after the accident a large number of men were set at work on the wreck. They worked all Saturday night and all day Sunday until 5:20 p.m. and succeeded in clearing the track in time to avoid any interference with the ordinary traffic. It was fortunate for the company that the accident happened on Saturday night instead of on a week night.

Two ballast train coming down the line were delayed beyond Preston st by the accident until the track was cleared.

An immense crowd visited the scene of the accident yesterday. All trains were running O K this morning.

29/10/1894 *Ottawa Journal**Renfrew**Le Breton street*

Derailment on the OA&PS 18 sheep killed.

29/10/1894 *Ottawa Journal**Hammond**South Indian*

The work on the Central Counties railway is being rapidly pushed forward and the line will probably be open for traffic the coming winter.

01/11/1894 *Canada Lumberman**Maniwaki**Venosta*

A new saw mill has been started at Venosta, Que., on the line of the Gatineau Valley Railway, by John Holmes.

02/11/1894 *Renfrew Mercury**Carp, Almonte and Lanark*

The township of Ramsay will vote on a by-law to take \$20,000 stock in the Carp, Almonte and Lanark Railway.--

02/11/1894 *Eganville Enterprise**Renfrew*

On the OA & PS line west of Wilno, there is a sink hole which causes the company a good deal of trouble and expense, and is continually sinking and requiring more ballast. A few days ago, while a train was passing, one side sank eighteen inches, nearly throwing the last of the cars off the track.

02/11/1894 *Ottawa Free Press**Hammond*

Work on the branch line to Rockland is progressing rapidly, the grading is nearly finished and next week will see part of the rails and ties in position.

05/11/1894 *Ottawa Free Press**Carleton Place**Ottawa, Broad Street*

For the convenience of passengers travelling by Canadian Pacific railway two large signs have been placed at the Union Depot announcing the arrival and departure of C.P.R. trains. This improvement seems to have been appreciated by the travelling public and does away with a great deal of unnecessary questioning of the station constable.

What might have been a serious accident was narrowly averted on the C.A.R. Saturday about noon.

The party of Central Vermont Ry. officials who returned to the city Friday evening from a week's hunt at the terminus of the O.A. & P.S. Ry. left Ottawa about 11 o'clock on Saturday for home. They travelled on their own special train, which was in charge of an engineer and fireman of their own line.

When the special was approaching Eastman's Springs the agent at that place, it is alleged, flagged the train to stop, but the engineer, it is stated, took no notice of the signal and went straight through without stopping.

The Boston express coming to Ottawa had, by this time, left Bearbrook, the next station below Eastman's, and it seemed that a collision was certain.

Half way between those stations the engineers of both trains saw the other train approaching. The engines were brought to a standstill just in time, for not thirty yards of track separated the two trains when they were brought to a halt.

#### THE STRAIGHT LINE DID IT

A passenger on the Boston train, who informed the Journal of the narrow escape of the trains, states that the stretch of straight line between Eastman's and Bearbrook was the only thing that prevented a collision.

The Central Vermont special backed up in front of the Boston express to Eastman's.

It is learned that an inquiry will be made into the matter by the C.A.R. officials. The agent at Eastman's stated that he has witnesses to prove that he flagged the special.

#### AFTER THE CULPRIT.

An investigation was in progress before Mr. E.J. Chamberlain, general manager of the C.A.R. today. The agent at Eastman's and the engineer of the Central Vermont special were the principal parties to give evidence.

09/11/1894 *The Equity, Shawville**Pontiac & Pacific Junction**Campbell's Bay water*

The P. & P. J. Ry. O. had a staff of machinists engaged last week placing a steam apparatus in position at Campbell's Bay, which is to be used for pumping water into their tank at that place, the windmill having been displaced.

09/11/1894 *Renfrew Mercury**Renfrew*

The steel on the O.A. & P.S. is now laid as far as the crossing of the Madawaska, twenty miles west of Barry's Bay. The building of the bridge will delay them there for some days as the building could not be commenced until the steel reached that point to bring in the necessary stone, cement and iron superstructure for the bridge. -- Enterprise.

09/11/1894 *Brockville Recorder**Brockville and Ottawa Electric**Brockville and Ottawa Electric*

-- On Saturday last a notice appeared in the Canada Gazette that next session application will be made to the Dominion government for the passing of an act incorporating a company to build, equip and operate a railway either by steam or electricity from Ottawa to Brockville, and to purchase lands and water power for the generating of electricity along the proposed railway line.

The company will ask for power to construct and operate a ferry on the St. Lawrence between Brockville and Morristown, there to connect with U.S. railways. Ottawa will be asked for \$100,000 bonus.

A Merrickville correspondent of the Smiths Falls News says: "the Brockville recorder has an article in its issue of October 25th which says that a company has been organized to build an electric road from Ottawa to Brockville, that there is said to be plenty of money behind the enterprise and that the water power at Ottawa, Manotick, Merrickville and all along the line will be used, only requiring steam at Brockville. Such a scheme, if carried out, would be far more favorable to Merrickville than anything that has been talked of or brought about in its past history.

12/11/1894 *Ottawa Free Press**Hammond*

Mr. James Shanly, chief engineer of the United Counties railway in an interview yesterday said the whole line from South Indian, on the Canada Atlantic, to Rockland, on the Ottawa River, a distance of seventeen miles, would be completed and trains running shortly after the new year. "We will begin track laying on Monday morning and a good gang of men will rush the work ahead quite rapidly," he said. He expects a large passenger and freight traffic will develop itself from the day the new railway is opened. The Canada Atlantic have leased the road and will run it in connection with their system.

12/11/1894 *Ottawa Journal**Hammond**South Indian*

The Central Counties Railway have commenced distributing ties and rails on their new line.

13/11/1894 *Ottawa Free Press**Hull Electric**Aylmer*

At the meeting of the Aylmer council last night an arrangement was arrived at whereby the proposed electric light and railway company, now being formed by Mr. Viau, was granted a twenty years' franchise to run a railway from Hull to Aylmer--

13/11/1894 *Renfrew Mercury**Renfrew*

English buyers now prefer dimension lumber (sawn, as opposed to square timber) because it is easier to ship. The timber limits around Ottawa district, 6,758 miles, produced \$21,395 in ground rent. (Lemkay -This was the beginning of the end for square timber.)

13/11/1894 *Ottawa Journal**Hammond*

Mrs. (sic) Jas. Shanley, chief engineer of the United (sic) Counties railway was in Montreal yesterday. He stated that track laying would be begun at once between South Indian and Rockland. This line will be 17 miles in length and will be completed early in the new year. The new road will be operated by the Canada Atlantic Railway, who have leased it for a term of years.

15/11/1894 *Ottawa Journal**Renfrew**Wilno*

The O.A. & P.S. Ry. Co. has been petitioned to build a station at Wilno half way between Barry's Bay and Killaloe.

16/11/1894 *Eastern Ontario Review**Montreal and Ottawa*

Series of letters between Evanturel and Shaughnessy about timing of the construction of the Montreal to Ottawa line.

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Mr. Eventurel on Tuesday went down to Montreal to consult with Mr. Shaughnessy in response to above Telegram and returned Wednesday. We understand he has been successful in bringing the CPR Co. to his terms and that they will bind themselves in a new agreement to construct the road not later than next summer as far as Alfred, the Clause giving them power to extend time to be canceled. Also that Mr. Eventurel has moreover obtained from them the promise of the expenditure of \$50,000 over and above the \$100,000 as per the Dominion Government's agreement with them, on construction westward from Alfred during the year 1896. This is a new concession not to be found in the present Toronto agreement, and to which the company yielded at our members earnest request. It is expected that the question of right-of-way will be dealt with early this winter.

18/11/1894 *Renfrew Mercury**Renfrew*

Ten miles of the O.A. & P.S. railway between Barry's Bay and the Opeongo Forks passed under Government inspection on Monday. Mr. Lynch, government engineer, made a thorough examination of this new portion of the road and found everything satisfactory. The rails have been laid for a distance of twelve miles beyond the point of inspection. It is expected the trains will run to Long Lake by December 1. Ottawa Journal.

**20/11/1894 Ottawa Journal Renfrew**

E.J. Chamberlain, general manager of the O.A. & P.S. Ry. returned last evening from a trip up the line. He states that the rails will be laid today to a distance of five miles from Long Lake and trains will be running to that point, which is 144 miles distant from Ottawa, some time next week.

The construction will stop at this point for the winter although the rock work will be continued throughout the winter.

Also - report of a fatality at Egan Estate on a construction train, the first that has happened with fatal results to the O.A. & P.S. Men sitting on the tender of the construction train, rough road caused the couplings to part and one man fell between the wheels. (also reported in the Ottawa Free Press same date)

**20/11/1894 Ottawa Journal Hammond**

The first rails on the new railroad between South Indian and Rockland are being laid.

**23/11/1894 Brockville Recorder Kingston (CN) Brockville**

--The exact date was Saturday 17 November 1855 when the first train arrived from the "eastern city of merchant princes" with the Mayor of Montreal, members of the press and officials of the new line, there was a large number of enthusiasts on hand to receive them. The station superintendent, J.S. Martin, seems to have had charge of the ceremonies.

- those present, toasts etc.

**23/11/1894 Eastern Ontario Review Hull Electric Aylmer**

The Aylmer town council passed a by-law last week granting a twenty year charter to the Hull Electric Railway Co; for the operation of an electric railway between Hull and Aylmer, and through the streets of the latter town.

**23/11/1894 Ottawa Journal Renfrew**

Navvies are coming down now, off the Barry's Bay and Long Lake (now Galeairy Lake) job. Winter operations will be limited to clearing and blasting mostly. The navvies are a mixed lot, dark complexion, and stunted in size- probably Italian or Polish - where swarthy complexions abound.

**24/11/1894 Ottawa Journal Ottawa Electric**

C.P.R. and O.E.R Unite to Build an Electric Railway to Aylmer from Britannia

Right from Ottawa to Aylmer by electric cars by way of Hintonburg, Skead's Mills and Britannia, crossing the Ottawa river at Deschenes Rapids on a bridge that is to cost \$150,000. Such is the move the C.P.R. and the Ottawa Electric Railway have combined in.

The Journal got a hint of the scheme this morning. Mr. H.B. Spencer, superintendent of the C.P.R. and Mr. Ahearn, manager of the electric railway, being seen, admitted the Journal's information to be correct and further stated that all arrangements have been made to carry it out by next spring.

The plan is to run a track from the terminus of the Albert street line, to Cedar street in Rochesterville, over the Cedar street bridge to Hintonburgh through the heart of which it will run, afterwards traversing the property of the Ottawa Land Company, which is, in reality, the Electric Railway Co., down to the C.P.R. tracks near the river.

After crossing the C.P.R. tracks at a very advantageous spot, the electric line will continue its way on the C.P.R. property parallel to the C.P.R. tracks.

ALONG THE C.P.R. PROPERTY

The electric line will pass through Skead's Mills and at Britannia will shear off just east of the C.P.R. station, cut through the village and strike the river just at the foot of the Deschene rapids.

As stated, the river will be crossed by an iron bridge which will also be used for vehicles, toll will be charged. By this bridge will be filled a want too long felt by the farmers on both the Quebec and Ontario sides of the river.

The electric line will land on the Quebec side near Conroy's mills where it will again enter the C.P.R. property and continue on its way to Aylmer.

The C.P.R. to allow the Electric Co. to do the business that will pay have agreed to withdraw all of their "suburban" trains from Aylmer and Britannia to Ottawa.

The distance of the run is estimated at ten miles.

The road would be a sort of joint affair between the C.P.R. and Electric Railway.

SURE TO PAY

Mr. Ahearn thinks the line is sure to be patronized and pay because it will tap so many important suburban points. The scheme will provide an easy way of giving Hintonburgh car service.

Mr. Spencer said the new road will be started next spring, as there is very little right of way to buy, or other arrangements to make.

Electric cars every hour.

The decision of the C.P.R. and the Electric Railway Co. to build jointly an electric railway to Aylmer, bridging the Ottawa river at Deschenes Rapids, as outlined exclusively in the Journal Saturday night, has caused much favorable comment. Today the Journal secured details of the scheme.

It is the intention of the companies to start work in April and to have electric cars running to Britannia by the middle of May.

The bridge across the river will not be finished until sometime in July, but after that the cars will run to Aylmer. 'Till they do, the C.P.R. will keep on their present steam service on the Quebec side of the river.

#### CARS HOURLY

When the line is complete to Aylmer, the cars will run hourly between Ottawa and Aylmer, and intermediate points. A car will leave the terminus each hour, crossing somewhere near Britannia.

These cars will run from 6 o'clock in the morning until 11 o'clock at night. There can, therefore, be no objection to the time card by summer residents and others.

The cars will run all winter, the tracks being ballasted high like the tracks of the steam cars. The rails will be kept clear of snow in the usual way - by snow plough. If the traffic is blocked in any storm it will be after all the steam cars are snowed up. In the matter of keeping the cars going the energetic record of the electric railway should be a guarantee of constant running.

The cars used will be of the same pattern as those made by the Ottawa Car Co. for the Galt and Preston Electric Railway. 40 feet long with a 10 ft. compartment in front for mail, baggage and express parcels. The company expect to carry the mails along the line and will do an express business between the points of the road. Freight from Aylmer and Britannia will be carried by the C.P.R. in the usual way.

#### HIGH POWER MOTORS

On the new line high power motors are to be used and it is calculated the distance estimated at ten miles will, including stops, be travelled in half an hour.

The cars will be housed in Ottawa, the last trip being made from Aylmer at 11 o'clock.

The intention of the company is to close up the present line from Aylmer on the Hull side of the river and throw all the passenger traffic from Aylmer to Hull and vice versa on to the Ontario side of the river. With the court house and jail removed from Aylmer to Hull the travel between these places will be much smaller than at present. Those who have to make the trip will get on the Ottawa electric car at Hull and be given transfers to the Aylmer line.

The price of tickets has not been arranged yet, but Mr. Ahearn says the fare will be very reasonable as the companies are desirous of encouraging suburban traffic.

#### SUBSIDY FOR THE BRIDGE

The companies expect to get liberal subsidies for the bridge from the various governments as the bridge will be a boon to farmers living on both sides of the river and who, to cross now, have to drive round via Ottawa.

In case of any breakages on the road at any time to delay traffic, the C.P.R. will take up the service with steam engines.

Mr. Ahearn, speaking to the Journal today, stated that the scheme has been under consideration for the past 18 months. It is not something suddenly sprung to counter another scheme.

#### WORKING TOGETHER

For a couple of years back the electric railway has been considering the scheme, but were not prepared to face the powerful opposition of the C.P.R., but now an amicable arrangement has been made and the two companies were working together.

27/11/1894 *Ottawa Free Press**Renfrew*

General cessation of work among the construction gangs of the O.A. & P.S. road has now commenced and by this time next week will have been completed. Mr. M. Delaney, construction foreman for Mr. Wm. Heald, the furthest western contractor, arrived down last night with his gang of men. In conversation with the Free Press, he said that the road was now graded up to the end of the contracts at Longlake and the steel will be laid to that point by Saturday, or at latest on Monday next. The work has been carried on with great dispatch and satisfaction to all, each of the half dozen contractors having been fortunate in securing excellent staffs of steady men. Mr. Delaney, who has had wide experience of railway work on the continent, says it is one of the finest and most substantial roads built in Canada or anywhere else, each contractor out of the half dozen taking a pride in his section of the road. As there is a large amount of trestle work on the last section there are a number of men at work in that department, but otherwise the road is deserted of men who are now making their way towards Ottawa to winter in the city and environs.

Traffic prospects --

28/11/1894 *Ottawa Journal**Pontiac & Pacific Junction*

Mr. J.T. Prince, superintendent of the P. & P.J. railway, returned last night from Montreal where at a meeting of the company it was decided to make Black River the terminus of the line for some time to come. To run to Pembroke as proposed would require two bridges over the Ottawa at Allumette Island. These would cost \$200,000 a sum the company is not at present prepared to expend.

30/11/1894 *Huntsville Forester**Renfrew*

Ten miles of the OA & PS Railway between Barry's Bay and the Opeongo Forks, passed under government inspection Monday. Mr. Lynch, government engineer, made a thorough examination of this new portion of the road and found everything satisfactory. The rails have been laid for a distance of twelve miles beyond the point of inspection. It is expected that trains will run to Long Lake by Dec. 1.

30/11/1894 *Renfrew Mercury**Renfrew*

Mr. C. McKiernan is getting names to a petition to get a siding on the O.A. & P.S. Railway at the place known as the Spring Creek on the Perreault Road. A siding there would be very beneficial to the farmers in this country as it is very inconvenient for them to take their stuff to the Eganville station. A great many have signed the petition, and it is very probable that the work of construction will commence soon. - Star.

30/11/1894 *Brockville Recorder**Westport**Lyn*

Quite a serious accident occurred Friday afternoon to the B. & W. express while leaving Lyn on the outward trip. About a mile and a half the other side of the village, a simple minded and slow going bovine was encountered on the track, the collision being disastrous to both the cow and train. The former was killed instantly and remained on the track but all of the train didn't as the engine and tender were knocked off and the freight car displaced. It took about three hours to get things in shape again and the train proceeded on its way after taking the boxcar back to Lyn and leaving it there.

30/11/1894 *Renfrew Mercury**Renfrew*

The divisional point on the OA & PS will be at the Madawaska bridge near Barry's Bay on the property of Mr. J. R. Booth. Engineers are laying out the grounds and buildings will be erected at once.

30/11/1894 *Renfrew Mercury**Renfrew**Ruby*

A flag station will be built at once midway between Killaloe and Golden Lakel which will be convenient for the people of South Algona, Brudenall and parties getting out timber.

30/11/1894 *Ottawa Free Press**Belleville**Perth*

The C.P.R. carshops at Perth have been closed down, ostensibly for one week, but that means for a time that cannot yet be determined. The hands feel more or less blue over the winter's prospect. Perth Courier.

The M & O Railway.

On the 28th inst., Mr. Evanturel MPP, forwarded to the Ontario Government the new agreement signed by Mr. T.G. Shaughnessy, on behalf of the CPR Co. under which an extension of time will be granted the company for the construction of the M & O Railway. The substance of the agreement is, that the CPR Co will bind themselves to construct and operate the road as far west as Alfred village during 1895, that they will expend \$50,000 on construction westward from Alfred, in addition to the \$100,000 which they have in the Dominion Government's agreement bound themselves to expend during the year 1896; no further extension of time shall be granted them; and that this road shall be completed at as early date as practicable.

Mr. Evanturel in transmitting the papers, drew Mr. Mowat's attention to the importance of the clause regarding extension of time, and requested that he give it his personal attention, so that there might be no legal loophole whereby the Company could evade their obligation if they so desired.

01/12/1894 *Canada Lumberman* *Renfrew* *Long Lake*

E.C. Whitney's saw mill at Long Lake, on the Ottawa and Parry Sound Railway, is nearing completion. The building is erected and ready for the machinery, which will be put in on completion of the railway to that point.

03/12/1894 *Ottawa Free Press* *Quinze Electric*

John Bryson, of Fort Coulonge, lumberer; James B. Klock and Robert A. Klock, both of Klock's Mills, in the province of Ontario, both lumberer; James T. McDougall, of Klocks Mills aforesaid agent and John Malcolm McDougall, of the city of Hull, advocate, are asking incorporation under the name of "The Quinze Electric company." The bill provides that the company may construct, build operate and maintain tramways and railways, with single or double track, either upon the surface of the ground or as elevated roads, from and to any point or points in the said county of Pontiac and Pacific Junction Railway the townships of Guiges and Duhamel, on both sides of the river Ottawa, in the vicinity of the Quinze rapids and above, below and alongside the same where the said river passes in the province of Quebec, for the purposes of supplying electricity, gas, natural or artificial, for light power and heating. The capital stock of the company is to be \$80,000 and its principal place of business is to be at Hull.

05/12/1894 *The Equity, Shawville* *Pontiac & Pacific Junction* *Black River*

The passenger train is running regular trips to the new station here now.

05/12/1894 *Ottawa Free Press* *Quinze Electric*

Mr. John Bryson, M.P., was in town yesterday and was seen about the Quinze Railway company of which he is a stockholder. He says the line is to be 15 or twenty miles long and is to connect Temiscaminque with the Quinze lake so that goods brought to the end of the lake by boat may be shipped to Quinze by rail instead of being teamed as at present. Mr. Bryson was quite enthusiastic about the beauties of Quinze river along which the line will run and predicts for it a great future as a summer resort. The river is full, he says, of the most beautiful falls, some of them of considerable height.

05/12/1894 *Ottawa Journal* *Ottawa Electric*

The Rockcliffe service has been restored and will continue during the winter or until stopped by snow.

05/12/1894 *Ottawa Free Press* *Renfrew*

Several thousand long boom logs have been taken out of the Ottawa river since the mills closed down, and at the present time these are being stacked along the entire length of Mr. J.R. Booths long mill platform. It is said that the logs will be made into very heavy dimension timber during this present winter season, and will be used in the construction of the new workshops of the Ottawa, Arnprior and Parry Sound Railway on Concession street, and this fact forms additional evidence that the shops will be put up at the earliest possible date. The cutting will be done in a new circular sawmill built during the present summer at the Chaudiere Falls. A number of men will be engaged during the greater part of the winter in this mill.

07/12/1894 *Eastern Ontario Review* *Montreal and Ottawa*

The M & O Railway Co. has deposited with the Registrar of deeds for the County of Prescott, a map, showing the location of the line from Point Fortune to Vankleek Hill, and the lands which will be required for the road, work, &. On page 7 there is a copy of the draft agreement.

07/12/1894 *Renfrew Mercury* *Renfrew* *Barrys Bay water*

Barry's Bay is threatened with the removal of its station and water tank to a point four miles west. Disputes between land owners and the railroad company respecting land required by the company is the cause.

10/12/1894 *Ottawa Free Press* *Renfrew*

Progress on Parry Sound railway.--

14/12/1894 *Eastern Ontario Review* *Ottawa and Aylmer Railway and Br*

The C.P.R. and the Ottawa Electric Railway Co. are said to have decided to build an electric railway from Ottawa to Aylmer by way of Hintonburg, Skead's Mills and Britannia, crossing the Ottawa River at Deschene Rapids on a bridge to cost \$150,000

14/12/1894 *Huntsville Forester* *Renfrew*

The OA & PS is now completed to a point of one hundred and forty-seven miles westward from Ottawa, and will be finished to Parry Sound next summer. There are vast timber limits all the way, and already saw mills are being prospected and erected. The American mill at Long Lake is now frame-built, and only awaits the completion of steel laying to bring in their machinery.

In a day or two, work on the OA & PS will have reached an end. There is only sixty miles to be built next season to complete the line to Parry Sound. By the end of the week the fifteen hundred men working on the site will be discharged. More than two thousand men were employed all season, and the trains coming eastward are to be seen crowded every day with returning labourers, principally Italians - during the winter only survey work will be done. Renfrew Mercury

21/12/1894 *Brockville Recorder* *Westport*

Superintendent Mooney, of the B. & W. Railway caused the issuance of posters Thursday offering a reward of \$100 for information that would lead to the arrest and conviction of the party or parties who recently placed obstructions on the track of that road. It appears that on two different occasions, or to be more exact, Dec 5th and 13th, the engineer of the outgoing express observed at one place a pile of stones and at another a lot of crossing planks laid upon the track evidently with the intention of causing a wreck. The one discovered last night was particularly dangerous but was discovered mainly through the fact that owing to previous attempts of a similar nature the train is run slowly through that section. The obstructions were found in both instances at Bell's crossing between Newboro and Westport and adjoining the lands of Oliver McNally and Thos. Lynett. It certainly seems strange that in a supposedly respectable community there resides any person, who to injure a real or fancied enemy, would endanger the lives of innocent fellow beings, but there seems to be such an one, and both Newboro and Westport should make every effort to bring him down

There are great improvements going on at the Canada Atlantic depot at present. All the offices have been removed from the depot to the handsome new three storey building across Catherine street and the interior of the depot is being completely changed. The eastern end, where the offices were, is being made into a ladies waiting room while the western end will be made into a restaurant. Mr. Burgess will have charge of the restaurant. The company are also to open a restaurant at Alexandria.

Mr. S.P. Martigny, manager of the Banque Jacques Cartier in Hull, one of the promoters of Mr. Viau's proposed electric railway from Hull to Aylmer, returned from Quebec yesterday. He says the combined influence of the C.P.R. and the P. & P. J. railroad was too much for the Hull capitalists. Mr. DeMartigny adds that Mr. Thos. Tait who represented the interests of the company denied positively that the company had anything to do with the proposed new line of electric railway to Britannia and Aylmer.

The Perth car shops are working on half time.

Mr. Theophile Viau, promoter of the new electric railway scheme in Hull, has returned from Quebec where the question of the charter was before the provincial legislature. The compromise which he was successful in arranging with the P. & P. J. and C.P.R. companies will permit him to establish a line of electric railway from Hull to Aylmer and Gatineau Point. He is debarred, however, from building the line up to Chelsea and the Quyon. Although the refusal of a charter along the Gatineau road will mean considerably smaller profits to the shareholders, Mr. Viau does not imagine that it will put an end to the scheme. The matter will be put through the upper house today and no opposition is expected in this quarter. Mr. Viau, however, left for Quebec last evening to watch the progress of the bill in its final stages. The charter for electric lighting and heating has met with no opposition, and it is the intention of the company to proceed with the establishment of this system at an early date.

Mr. Theophile Viau of Hull returned on Saturday from Quebec where he had been attending to business in connection with his charter to operate a system of electric railway in Hull, Aylmer and Gatineau Point. It is said that he had secured himself from further opposition on the part of the C.P.R. and the Gatineau Valley Ry. by a written agreement. It is expected that his charter will be brought before the upper house on Wednesday of this week.